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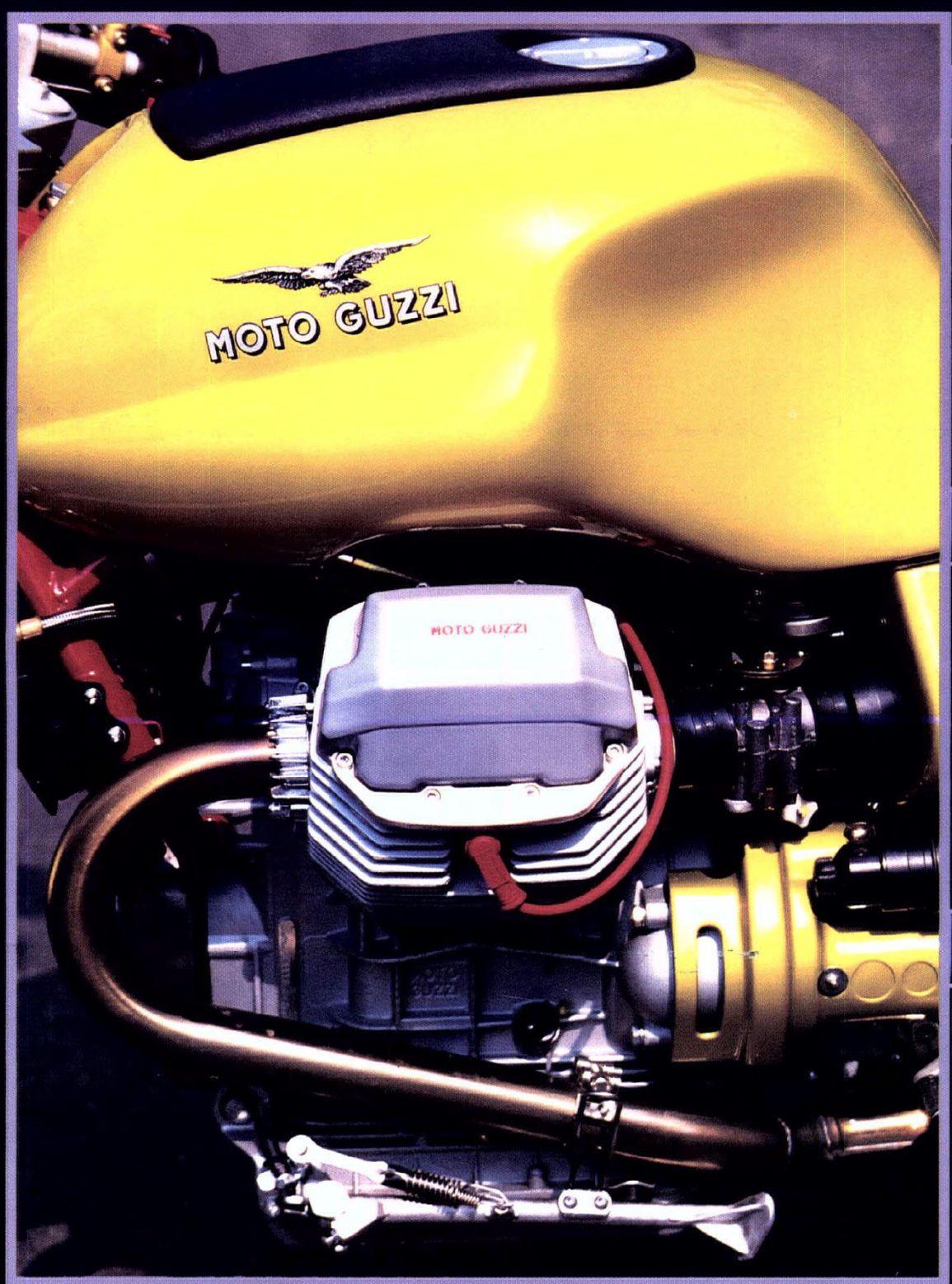

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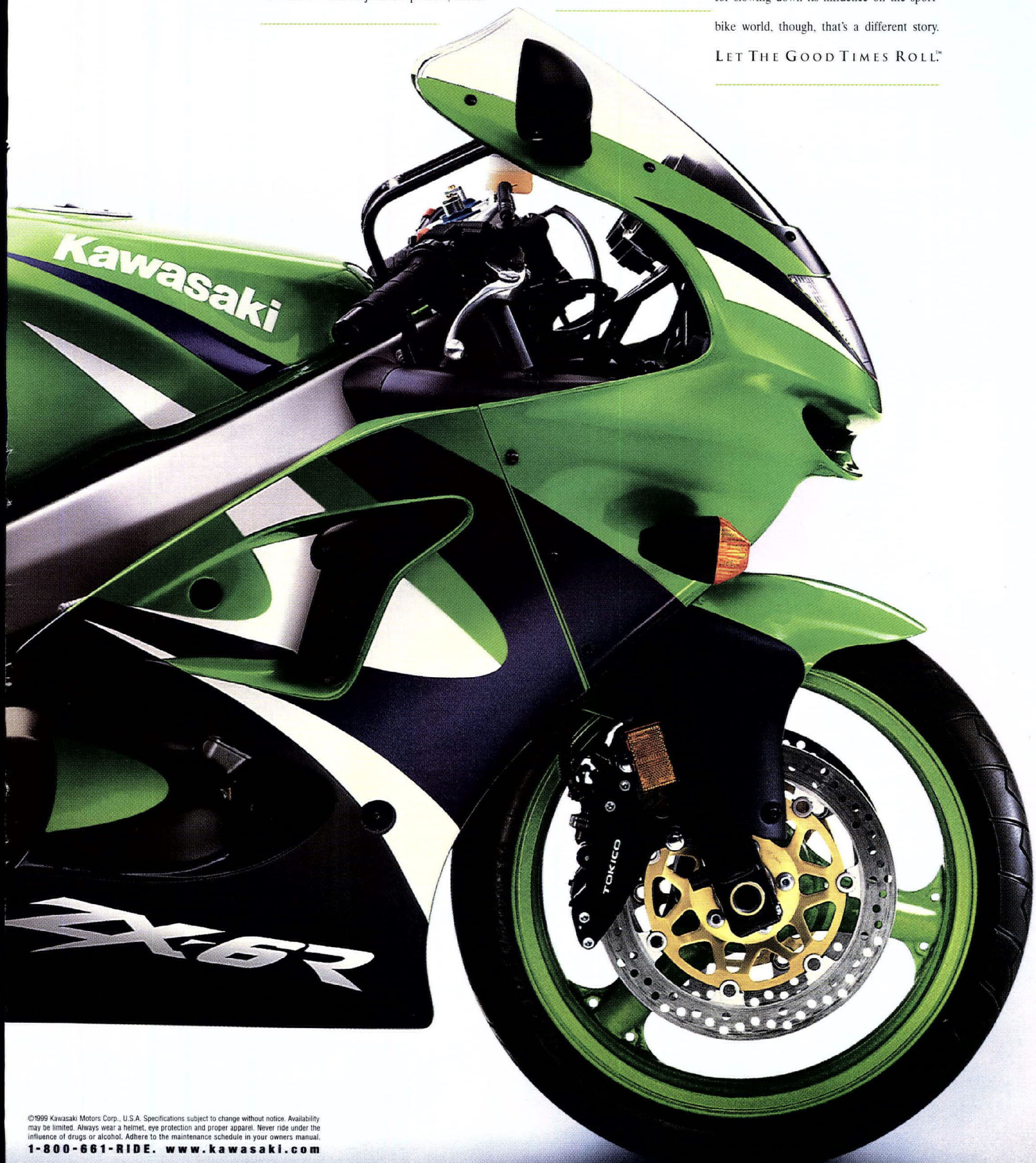

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Mike Lafferty (KTM) won the Paul Bunyan National Enduro, held in Akeley, Minnesota, on July 25. Lafferty topped **Randy Hawkins** (Yam) and **Matt Stavis** (Hon) in round 11 of the series.

Defending series champion **Jordan Szoke** (Hon) won the fourth round of the Toyota Canada Superbike Championship at Mosport International Raceway in Mosport, Ontario, Canada, on July 25. Szoke topped current points leader **Francis Martin** (Kaw) and **Michael Martin** (Kaw) to win his first race of the season. **Linnley Clarke** (Yam) won the 600cc Sport Bike class, with **Benoit Pilon** (Yam) taking the Open Sport Bike win.

The AMA has named the entire American contingent that will compete in the 74th running of the **International Six-Day Enduro (ISDE)**, scheduled for Coimbra, Portugal, September 13-18. This year's six-member World Trophy team is made up of three former teammates and three first-time members. The team will consist of **Ty Davis**, **Randy Hawkins** and **Destry Abbott**, as well as first-timers **Patrick and Brian Garrahan** and **Russ Pearson**. "This year will be a learning process for not only the new members of the World Trophy Team, but mostly for the all-rookie Junior Trophy team," said Hugh Fleming, director of AMA sports. "But that is the mission of the Junior Trophy team - to help foster new, young off-road riding talent and the ISDE is an excellent proving ground." The Junior Trophy team will consist of Clay Boreing, Brian Brown, Nathan Knight and Craig Wesner. Another 30 riders have been assigned to 10, three-member club teams.

Those wishing to join Team USA at the ISDE can take advantage of the **Team USA Tour**, which runs from September 6-20 and includes round-trip airfare from New York to Lisbon, Portugal; 12 nights at the Hotel Tivoli Coimbra or Hotel Melia Comfort, plus one night in the Hotel Tivoli Lisbon; daily breakfast, plus one dinner; taxes; car rental with insurance and unlimited mileage; and an official event jacket and T-shirt. The price is $2422 per person based on double occupancy. For more information, call AMA Travel at 800/253-8747.

AMA/Prostar officials have announced that the regional series event scheduled for Las Vegas Motor Speedway has been **canceled** and will not run as part of the 1999 schedule. After being advised by speedway management that the new facility would not be completed in time, AMA/Prostar and Las Vegas Motor Speedway both committed to running an event in 2000. Prostar will be issuing double points at the Web Cam National Open, scheduled for Salt Lake City, Utah, on August 21. For more information, call 714/577-0482.

Five-time World Champion **Mick Doohan** has vowed to help his Repsol Honda teammate **Alex Criville** win the 500cc World Championship if the Spaniard needs it, according to *Cycle News* correspondent Darryl Flack. Doohan is hoping to return to action on August 22 at Brno in the Czech Republic. "He's almost got two races up his sleeve," Doohan said. "But definitely, I'll help if it comes to that situation where someone has caught him up." Criville leads Kenny Roberts Jr. by 47 points, 174-127. "I think he's (Criville) a deserving champion," Doohan said. "I think that if he was in a situation and we were both running in the same team and it was going to be a championship-deciding race, then definitely I'd help him out and I wouldn't finish in front of him. But at this point in time, he's just got to take control of the championship and the races themselves. He really can't be too conservative at the moment, because we've still got a long way to go in the championship, and nothing is over until it's over - we all know that."

Spencer forced out of Suzuka

Freddie Spencer's return to road racing after a four-year absence came to an abrupt halt on July 22 when the three-time World champion highsided his Honda RC45 in morning free practice for the Sprite Suzuka 8 Hours. Spencer broke a bone in his right hand, and possibly a finger on his left hand.

"We were trying to do an endurance test (on a front tire) that was pretty hard, and it grips pretty good, but it has a tendency to push real bad," said the 37-year-old Spencer. "I wasn't pushing hard, I was just running consistent laps. Anyway, the front end just tucked, it just turned under, and then it stopped...and then it started sliding. To stop that, what you do is pick the throttle up, initially, to get some weight off (the front tire) and to shift some weight. So I picked the throttle up, it stopped the slide, but then the corner goes off camber. I had so much lean angle, and (the motorcycle) just snapped around, and highsided me. It happened before Dunlop bridge (the first Degner Curve), the right hander before the esses. It wasn't a deal where I was in there heavy on the brakes and fighting the thing, or even under heavy power. It just happened. It just broke away at a part of the corner where it actually goes off camber, so it unloaded the rear end and it just spun around."

The experienced and naturally talented Spencer recalled vividly what happened next.

"The first part happened so slow," Spencer explained. "It happened so slow that I had plenty of time to correct it and all that, and a little sigh of relief. Then the rear end snapped around. So the first thing I thought of when I hit the ground was I should have just let it lowside, just slide along. But your natural instinct is to save it and catch it. It was one of those accidents like we've all had. You could go through that same corner a hundred more laps and never had that happen. But as we found out, that's why nobody is running the 'N' front tire; it has a tendency to do that, I guess. Everybody is running the 'G' tire."

Spencer landed hard, yet was fortunate that his injuries were not extensive or severe.

"I had so much lean angle, when it snapped around I was going to try to get off the bike this way (Spencer jestered pushing off), but it just caught me and lifted me and threw me over. I landed kinda head first - that's why I got a little bump (on the left side of the forehead), and then some gravel came up under my shield. Then I landed on my hands."

Spencer tried to ride, but couldn't.

"I came in (to the pits), put ice and everything on my hands," he said. "I thought, 'We'll wait and see.' I felt okay. My whole plan was to ride. Then the next morning, Friday morning, I went out (in practice). That's when I did a 2:15. I guess my hands were broken, but I still did a 15. Afterwards, Mr. Yoshimura - he's the big boss - he said, 'Why don't you go get it X-rayed?' We got an X-ray and it showed that (the hand) was broken. We talked about racing, but we kinda made the decision - if it was a sprint race, no problem; but no doubt, hour after hour, it would be a problem. (Mr. Yoshimura) did not want me to do (the race)."

On Friday afternoon, Honda withdrew Spencer's entry in the 8 Hours. Spencer's teammate John Kocinski was partnered with Yuichi Takeda, a factory rider for Honda in the All-Japan Superbike Championship.

But despite another disappointing return to the race track, Spencer clearly acted like the spark for racing is still there for him.

"I know that (Honda) will want to do other stuff," Spencer said. "(The 8 Hours) would have been interesting. We can always speculate. I know when I went out Friday morning and we got the 16.5 (inch rear wheel) working, I said, even with my hands like this and I couldn't really reach for the brake or anything else, I did a 2:15. I know with (the 16.5 inch rear wheel) I could have went 12s, or high 11s - I know we could, because, as a rider, you can feel it. As soon as on the (out) lap (in practice), I could feel it. I said, 'Man, if I didn't have (broken hands), I know I could actually run low 12s or high 11s.'"

Tracy Hagen

The eighth round of the 1999 Australian Superbike Championship at Calder Park in Victoria on July 25 was marred by a frightening three-rider crash that forced the cancellation of the second leg, according to *Cycle News* contributor Darryl Flack. Leading the second group of riders on the first lap, **Craig Connell** (Duc) lost control on the exit of a 110-mph chicane and went over the bars. As his bike continued down the race track, it crashed into **Adam Fergusson** (Hon) while **Paul Free** (Suz) was launched some eight feet into the air after he was unable to avoid one of the fallen bikes. Connell's teammate and current championship points leader **Steve Martin** was able to take evasive action, and described the incident as the most horrific crash he'd ever seen. Miraculously, none of the riders were seriously injured. The first 15-lap race was won by **Shawn Giles** (Suz) from Martin and Kevin Curtain (Yam).

VDTRA Masters Amateur dirt tracker **Frank Guinn**, 61, suffered a punctured lung, broken ribs and multiple contusions when he crashed at the Oklahoma City Half Mile on July 18. Guinn is in intensive care at the Integris SW Medical Center in Oklahoma City. Cards and letters can be sent to Guinn, c/o Integris SW Medical Center, 4401 S. Western, Oklahoma City, OK, 73109.

Racing action has been added to the 1999 **Del Mar Concours d'Elegance Motorcycle Show**, scheduled for Saturday, October 9, in Del Mar, California. In addition to the show, Saturday's festivities will include qualifying and heat races for the Harley-Davidson 883 Series and the SuperTrapp SuperTracker Series. For ticket information, call 310/547-9898. For display-space information, call 909/340-0094.

Polaris announced on July 22 that it has acquired HAH Australia Pty. Ltd, a distributorship that supplies Polaris recreational vehicles to Australia and New Zealand, effective July 1, for a total purchase price of $1.1 million. The distributor will now operate under the name Polaris Sales Australia Pty. Ltd., and this newly formed subsidiary will operate a branch in New Zealand called Polaris Sales New Zealand Pty. Ltd.

Dutch motocrosser **Marco Stallmann** tested positive for marijuana in a test given by the FIM on May 30 after the British round of the 250cc World Motocross Championship at Foxhill, according to the FIM. Stallmann's case now goes before the International Jury. As it turns out, defending AMA 250cc Grand Prix Champion **Roland Sands** won the Road America round of the series with a crushed vertebra in his back. Sands, who missed the last rounds of the series at Loudon and Mid-Ohio and will also miss the next one at Brainerd on August 1, unknowingly suffered the injury on Sunday morning at Road America. He went on to win the race that afternoon. Prior to racing at Loudon, Sands awoke with severe back pains, and a trip to a local hospital revealed the damage to his T-6 vertebra. He is now recovering at his home in Long Beach, California.

In addition to organizing and conducting more than 3300 motorcycling events in 1998, AMA-chartered clubs and promoters raised more than **$3.6 million** last year for charitable organizations, according to the AMA.

Road racer **Josh Hayes** - one of the surprises of the 1999 AMA National Championship Road Race Series - has hired his longtime friend and sponsor Gina Nadeau to be his manager. "I just want to concentrate on riding and finishing the season strong," Hayes said. "Having a formal contract with Gina will allow me to do that." Hayes currently rides an Valvoline EMGO Suzuki in Formula Xtreme and 600 and 750cc Supersport. For more information, call 228/896-1426.

Ducati Motor SpA has announced that it will auction a collection of its motorcycles at **Sotheby's** in Chicago on September 13. The auction will be the first and largest sale of its kind in North America, according to Ducati. As part of the weeklong activities leading up to the auction, Ducati will sponsor a ride on September 11, to Chicago where a private tour of the Sotheby's gallery will be offered for all visitors. "The Sotheby's auction of historic Ducati motorcycles is a landmark event in motorcycling - further expanding our reach into the realm of modern industrial design and fine collectibles," said Federico Minoli, CEO of Ducati Motor.

"We always knew that our enthusiasts liked to display our motorcycles on pedestals in their living rooms. But to have our bikes displayed and auctioned at Sotheby's - in front of the world's greatest connoisseurs and collectors - is a real honor." Among the bikes slated to be auctioned is the Ducati 996 used by Carl Fogarty in the 1998 World Superbike Championship.

In a race with a proud tradition of Australian success from Tony Hatton and later Wayne Gardner, Mick Doohan, Kevin Magee and Daryl Beattie, not a single Australian racer was entered in this year's **Suzuka 8 Hours** - for the first time in the 21-year history of the event.

Castrol Honda's World Supersport rider **Pere Riba** is expected to be back in action for the next round of the series at Brands Hatch in England, on August 1. Riba suffered a broken left wrist and elbow in a crash during round six of the championship in Misano, Italy, on June 27. Riba underwent surgery on his elbow.

Entries are still open for the **Mammoth Mountain MX II** in Mammoth Lakes, California, August 7-8. For more information, call 760/934-5831.

Boyesen and **Twin Air** will have both product and technical assistance available at the Loretta Lynn's Amateur National MX from July 31 to August 7. For more information, call 800/441-1177.

Championship Cup Series (CCS) and Yamaha have announced that the contingency money from the Carolina Motorsports Park event that was canceled in June has been moved to the Roebling Road event, scheduled for September 4-5. Kawasaki will also move its contingency money from the canceled Brainerd International Raceway event to the Blackhawk Farms race, scheduled for September 25-26. For more information, call 828/670-5304.

Ural America has changed its name to **Classic Motorcycles and Sidecars Inc.** in an effort to "more accurately define itself and to position the company for the release of new Classic motorcycle models that are unrelated to the Ural/IMZ line." Ural America will continue to operate as a division under this new parent company, but it is no longer the legal corporate name.

PVL USA will be on hand at the Loretta Lynn's Amateur National MX from July 31 to August 7 to offer assistance to those racers using PVL ignitions. For more information, call 440/988-4474.

According to a release from the company, **Race Tools** is once again the exclusive distributor of Silent Sport muffler packing and noise-reduction products. For more information, call 716/529-3750.

According to a press release from Ducati, **Termignoni**, a high-performance exhaust-system manufacturer and the official technical partner of Ducati Corse, has given exclusive distribution of its products, designed specifically for Ducati models, to Ducati Performance. The exclusive deal will take effect worldwide with the exception of Germany and Japan, where a separate partnership agreement for distribution has been reached, according to Ducati.

According to the race promoter, tickets for the rained-out AMA **Dairyland Grand National** dirt track in Plymouth, Wisconsin, will be honored at next year's event, scheduled for June 10, 2000.

California Superbike School is now using transponders so that students can receive electronically timed laps. Previously, the school relied on staff members punching converted laptop computers.

STOLEN: A 1999 Kawasaki KX250, VIN #JKAKXMLC1XA004784, from Norristown, Pennsylvania. The bike is missing the entire clutch assembly. Anyone with any information can call 610/239-8373.

BORN: Henry Cole Mattson, to AMA District 37 enduro champion Erik Mattson and his wife, Piper, in Long Beach, California, on July 22.

OPENED: Hudson Cycle Center's home page on the World Wide Web. The site can be found at: http://www.hudsoncycle.com.

OPENED: Dark Horse Racing's home page on the World Wide Web. The site can be found at: http://www.darkhorseracing.com.

OPENED: Emig Racing's home page on the World Wide Web. The site can be found at: http://www.emigracing.com.

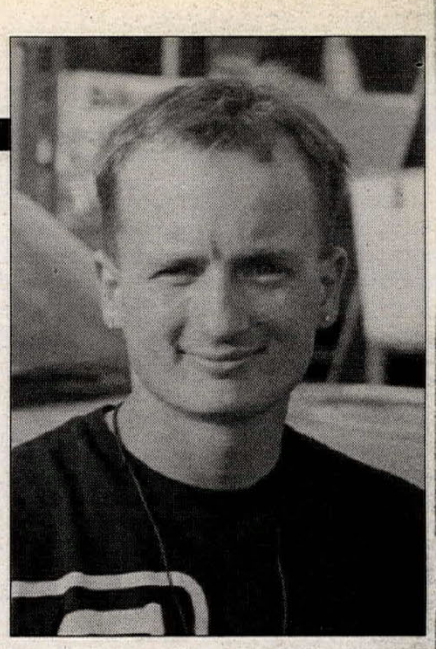
OPENED: Honda Suzuki North's home page on the World Wide Web. The site can be found at the following address: http://www.hondasuzukinorth.com.

OPENED: Aktive's west coast office at 4200 82nd St., Unit F, Sacramento, CA 95826, 916/739-0572, 916/739-0574 (fax). Aktive manufactures carbon-fiber reeds.

OPENED: Dirt Diggers Motorcycle Club's home page on the World Wide Web. The site can be found at: http://www.dirtdiggers.com.

RESCHEDULED: The dP Safety School session scheduled for October 5 at Sears Point Raceway in Sonoma, California, has been changed to October 15. For more information, call 805/772-8301. CN

Davey Camlin: 1969-1999



Dirt track motorcycle racer Davey Camlin, 29, of Rock Island, Illinois, was killed in a multiple-rider accident while competing at the Du Quoin Mile on the Du Quoin, Illinois State Fairgrounds, on July 24.

The accident occurred during the second semi-feature of the day, as the 12-rider field raced up the front straightaway to complete the first lap. Just past the start/finish line, leader Shaun Russell's engine expired, and the trailing riders, left with nowhere to go, stacked up at 140 mph. Six riders were involved in the accident, with Camlin suffering fatal injuries, and Kevin Atherton, Brett Landes and Johnny Murphree receiving serious ones; all three were airlifted to St. Louis-area hospitals for treatment. Riders Paul Lynch and Gary Rogers were also involved in the crash, but neither appeared to be hurt. In light of the accident, the Grand National main event was canceled, and several riders, led by reigning AMA Grand National Champion Scott Parker, completed a 10-lap memorial exhibition in Camlin's honor, with the Grand National purse going to the Camlin family and to the Steel Shoe Fund to benefit injured racers.

Born into a racing family, Camlin turned professional in 1986. He qualified for his first Grand National main event at the Sacramento Mile in 1990. Ironically, his first career Grand National win came at the Du Quoin Mile in 1994, where he also achieved his first top-10 finish in the series points standings, finishing 10th that year. Quickly gaining recognition for his abilities on the mile tracks, Camlin returned to Du Quoin in 1995 and won the event for the second straight year.

In 1996 he made history as the first rider to score back-to-back Grand National wins at the Springfield Mile, accounting for his career tally of four Grand National wins, all of them on miles. He placed a career-best sixth in the Grand National series points standings in 1997, and also earned his first AMA National Championship by winning seven of 13 races to claim the Harley-Davidson Sportster Performance Series Championship.

Camlin is survived by his wife, Melissa; his father, Don; his mother, Randi Ramos; his stepmother, Becky; his brothers, Wade and Erin; and his sister, Ashley. Visitation has been scheduled for Wednesday, July 28, from 1-5 p.m. and 6-9 p.m. at the Knox-Larson Funeral Home, 2106 Seventh Ave., Rock Island, Illinois. A funeral service has been scheduled for Thursday, July 29, at Christ Episcopal Church, 1717 8th Ave., Moline, Illinois. The service starts at 10 a.m.

A memorial in Camlin's name has also been established for the Rock Island YWCA Youth Basketball Program, 229 16th St., Rock Island, IL 61201.

Okada, Barros triumph at Suzuka 8 Hours

Tadayuki Okada and Alex Barros mastered tricky conditions to convincingly win the Sprite Suzuka 8 Hours aboard a Lucky Strike-sponsored Honda RC45. The two 500cc Grand Prix riders completed 213 laps, one short of the record, yet one more than second-placed Castrol Honda riders Colin Edwards II and Aaron Slight.

Small, dark clouds that would wet the track in particular sections brought on the tricky conditions in the world's premier endurance race - and round four of the World Endurance Championship. These rain clouds appeared twice, dampening the track enough that the riders slowed down some 20 seconds a lap, but not watering the track enough to force *en masse* immigration to the pits for rain tires. Okada and Barros whizzed along the wet track unfazed, while their rival teams tiptoed on shiny slicks, or pitted for rain tires that were needed for only a handful of laps.

"(Okada) make a very (good) lap time, and I always tried to make the same one," said Barros from the victory podium to the estimated 85,000 spectators. "He's fast always, and always tries to make time."

It was Barros' first Suzuka win after finishing second the two previous years. Okada previously won the race in 1995 with Slight on a Honda.

"Today was a very, very hard race, and it was a hard week for us," said Slight. "(Colin and I have) been behind the eight ball all week, and we just couldn't find a setting. Today, everything seemed to work very good. Tady and Alex, their bike was going good and they were just flying. Their bike just went very fast. We tried all we could."

"I think Okada and Barros today were just a little too strong for us," said Edwards. "We did the best we could. I'm happy to be over with it."

Defending champions and heavy pre-race favorites Shinichi Itoh and Tohru Ukawa started the race from pole position, but each crashed in the race, and the team eventually retired. Itoh put the Honda on its right side in the snaky section of 'S' curves, and Ukawa put the Honda on its left side at Spoon Curve.

Akira Yanagawa and Hitoyasu Izutsu miscalculated multiple times on tires and fuel, and that placed their sharp Kawasaki third at the end, 10 seconds away from Edwards and Slight's Honda.

Noriyuki Haga and Regis Laconi were a distant fourth, two laps behind Yanagawa and Izutsu. Haga was hell-bent-for-leather on the race track, but the powerful Honda RC45s could outrun Haga's glistening new Yamaha R-7 with a simple twist of the throttle. Frenchman Laconi was plainly out of his element.

John Kocinski low-sided his direct-from-the-factory Honda RC45 in the chicane during the first hour, taking himself and Freddie Spencer-substitute-rider Yuichi Takeda out of contention. The former World Superbike Champion fell in the slowest section of the track for reasons he couldn't find words for, and served out the rest of his endurance race sentence to finish sixth.

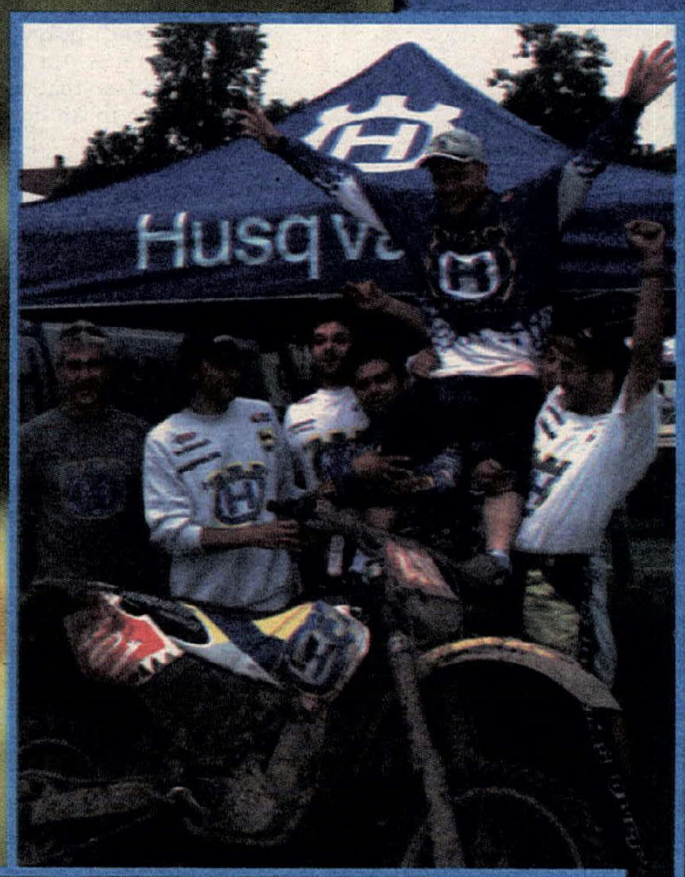
Yamaha USA's Jamie Hacking was running in the top 10 during the first hour, but crashes by himself and his teammate Norihiko Fujiwara bounced the sole AMA Superbike Series rider back deep into the ranks of also-rans and no-hopers. Hacking and Fujiwara climbed back to finish 14th.

Current World Endurance Champion Doug Polen made his first appearance on a race track in 1999, riding a Kawasaki ZX-9R in the privateers-only X-Formula support class. Polen and his teammate Takahito Mori retired after three hours and 76 laps.

The X-Formula support class win went to Gaku Kamada and Naoto Ogura on the Yoshimura Suzuki Hayabusa. That was Suzuki's bright spot of the day, as the factory Suzuki GSX-R750 superbikes were outgunned, outrun, and outdone by the very well-prepared and professionally run Honda teams, and the two quick factory Kawasaki teams.

Tracy Hagen

Husqvarna



Anders Eriksson wins his 3rd World Enduro Championship aboard the Husqvarna TE610

Alessio Chiodi defending his 125 World Motocross Championship with total domination

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Voices

LETTERS TO THE EDITOR

No to aggregate time

I must disagree with Henny Ray Abrams' contention that the aggregate scoring used in the restarted World Superport race at Laguna Seca is not confusing for the fans. As he suggested, not everyone in attendance could hear the announcer. As for the positions being "clearly posted on a scoring tower" - let me tell you what else had been posted on that tower during the weekend: In one of the World Superbike races, the lap counter was a lap behind, so that as the bikes were crossing the finish line, we all thought there was another lap to go; before the start of the second race (and probably the first one as well), the operator of the tower read the grid sheet backwards and listed the starting order as 4-3-2-1-8-7-6-5, etc.; and at one point, the tower informed us that the lucky spectator who had won a new ZX6R was "P. Casoli."

In other words, the scoring tower was not to be trusted. I'm sure there were many other mistakes and typos displayed up there, but I stopped referring to it after a while.

Even if you could trust the tower, there was no way to tell what the intervals were between the riders. If rider A is ahead of rider B on the track, but behind him on aggregate scoring, how much further ahead must he be to take that position? There's no way for the spectator to know.

I do agree that this type of scoring is more fair to the riders, and easier for TV viewers to follow, but it is indeed confusing to spectators at the event.

Scott Willock
Tucson, AZ

Joliet rules

Is it possible to use the wall along the front straight for traction on a half mile as Scott Parker did? Is it possible to go from fourth to first in turns three and four on the outside like Chris Carr did?

I'm thinking that the heat race at Joliet was the best race I've seen in the past 25 years.

Tor Kovacs
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Harold Murrell remembered

I would like to thank everyone for supporting Harold in his motorcycle endeavors (dirt track, TT, supercross, etc.) for the past 35 years. Harold's motorcycle friends were very special to him. I would like to thank everyone who sent flowers, cards and attended his memorial service.

A special thanks to those who spoke at his service: He would have been pleased to know how he touched so many people's lives.

Harold may be out of sight, but he will never be out of our hearts.

Godspeed, Harold.

Sherry Murrell
Santa Clara, CA

Harold Murrell passed away on June 26 at his home in Santa Clara, California, after battling a brain tumor...Editor

Restarts

For weeks now I have been trying to understand the controversy over the stopping and subsequent restarting of the AMA Grand National Championship race at Lima.

I can't help but recall several years ago the tragic accident my close friend Steve Eklund (a former Grand National Champion) was involved in at the Albuquerque Mile. Steve was winning that race up until his collision. This race was also restarted after his crash with a huge lapse in time and only a few laps remaining. I wrote a letter to *Cycle News* back then questioning why they would restart a race when Steve Morehead and several other experienced riders were concerned about the poor condition of the track. The race was started, but not until Eklund was carried away in very serious condition.

If Jim Bailey ("Voices," Issue #28, July 21) feels they should give the win at Lima to Scott Parker, then Steve Eklund should have the victory for the Albuquerque Mile which eventually took his life.

Godspeed, Steve.

Nick Nazzisi Jr.
San Jose, CA

Handcuffed in Ohio

Let me preface this story with an explanation of who I am, who was involved and why we were at your facility. My name is Shelley Harris and I was attending the AMA Superbike race this past weekend with my boyfriend, Kevin Schwantz. As you may or may not know, Kevin is the 1993 500cc World Champion and is currently serving as a riding coach to Larry Pegram, your local press favorite.

The incident took place on Sunday morning when Kevin and I jumped on a scooter owned by Larry's team, Fast By Ferracci, to watch the morning warmup. We proceeded to ride the scooter out of the fenced paddock/garage area, as we had on Friday and Saturday - only this time we were stopped by a sheriff's deputy after we were out of the fenced area and about 50-75 yards down the road that runs around the track. He then barked an order to us to pull the scooter over.

After we backed the scooter off the road, he began yelling at us about the rules regarding unregistered vehicles not being allowed outside the paddock area. We calmly apologized, explained to him that we didn't know and offered to take the scooter back inside. He refused to listen to our explanation and started to yell about confiscating the scooter until the race was over. We spent the next 10 minutes asking him if we could just remedy the situation with returning the scooter and letting this serve as a warning to us because we were not aware of this rule. We also informed him that we had been riding outside the paddock all weekend without a warning from any security personnel.

We continued to argue back and forth and were then joined by another security person. The second man told us to ride the scooter to the impound - to ride the scooter on the very road it was illegal to ride on. This made absolutely no sense to Kevin or me. After dealing with this attitude and testosterone, I turned to walk back to the truck to get some help. Before I knew it, I was spun around and handcuffed by a third deputy. Never did anyone say I was under arrest, but I was being arrested on felony charges of "resisting arrest" by merely walking away from them. When I was handcuffed, the right one had been tightened so far that it was digging into my skin and cutting off my circulation. As the deputy pulled me across the roadway to his car, he jerked my arm almost above my head. The way in which I was handled was absurd. I am a petite woman of 5 feet 3 inches and all of about 105 pounds. I never tried to pull away, I only tried to relieve the pain he was causing me.

After I repeatedly asked for him to *please* loosen the handcuff, he ignored my request and put me into the back of his car. I sat in the back for approximately 10 minutes while they handcuffed Kevin and put him into another

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Up close and personal with Moto Guzzi's V11 Sport. Photo by Kel Edge.

car. By this time my hand was turning blue from lack of circulation. The deputy came back to the car and finally accommodated my request to loosen the cuff. I was then moved to the same car that Kevin was in. We were going to be transported to jail for riding an unregistered vehicle on your private property.

Kevin had been asking to speak to someone in charge of the track. All requests were denied, even from the man in a Mid-Ohio shirt standing not 20 feet away from the car we were in. He even emphatically said he would not attempt to hear Kevin's side of the story. He said he was not interested in speaking to him. Not interested.

The final decision was then to give us a citation each for $60 and escort us off the property. After gathering our things and driving our vehicle to the front gate, another decision was made to allow Kevin to stay for the race - but I had to leave. Kevin told them he wouldn't stay if I couldn't and then I was finally allowed to also stay.

I am not going to try and paint a picture of no wrongdoing on our part. We were definitely operating outside of your rules system, and did eventually begin to argue with the deputy. My argument with you is that the whole situation could have been avoided and handled in a peaceful manner if the deputy would have let us take the scooter back, like we offered. What is the point of using disrespectful tactics and the brute force of your hired regime? I would use the word "hired" because the roads are private and not public, as they are at Laguna Seca Raceway.

What happened to treating the riders, teams, sponsors and race supporters with respect? The people you were trying to keep inside the fenced area are the ones who bring the people on the outside of the fenced area to your facility. I understand that sometimes people can be difficult and expect preferential treatment because of what they do. I am not implying that we deserved respect on that basis alone. I am trying to convey to you that there has to be an easier, more respectful way of conducting the weekend's activities and enforcing your rules.

Let me suggest a deputy or security person at the exit of the fenced area, not 50 to 75 yards down the road. If you don't want people riding unregistered scooters, like most of them are, on the roads, then stop them before they get out of the gate. Not everyone gets a look at the piece of paper you pass around to the teams on Friday.

Secondly, train your people to assess the severity of the situation and let the punishment fit the crime. If the people are being cooperative and offering to fix the problem, let them do as they say they will. Give the offenders the benefit of the doubt and if they are caught again, then take action. Maybe also have them find out whom they are dealing with. They might be treating a past Mid-Ohio winner and someone who has done more for the sport of motorcycle racing than any other as if they are less than human.

There is still a question I have concerning unregistered vehicles on the roads surrounding the track: What category does a golf cart fall into? I will assume it falls into "the way the track makes money because you aren't allowed to ride those scooters on our roads" category. Are you providing a service or creating one when you outlaw unregistered scooters and offer an alternative at a price? I would be curious how much money you made on the rentals, and I am sure it would cover the $120 we now have to pay the Morrow County Court for our offense.

Our incident was not the only one that occurred throughout the weekend. After we came back in and were telling our story, we heard about other competitors having similar problems. Even a girlfriend of one the riders was shoved because she walked through an exit and not an entrance. Is this how people that come to entertain the fans can expect to be treated at Mid-Ohio? I sincerely hope that they or anyone walking through your gates, contributing to your profits, should expect this.

As for us attending another race at Mid-Ohio, I guess you can say the jury is still out on that one. If it weren't for Kevin's involvement with Larry Pegram, and Eraldo Ferracci going to bat for us, we probably would have gladly left the facility on Sunday. Please take this letter as an opportunity to improve your security's behavior before the CART race in a few weeks.

Shelley Harris
Davidson, NC

The above letter was sent to Michelle Trueman-Gajoch, the owner of the Mid-Ohio Sports Car Course... Editor

A helping hand

After the dirt track race held in Lodi, California, on July 10, I felt compelled to write to *Cycle News* to share a moment with your readers. I was involved in a high-speed crash in the Open A class that resulted in my bike being severely damaged. Less than 10 minutes after the crash, the track announcer asked for donations over the public address system to help me with repairs so I can soon return to racing.

It is true that racing is a family sport. I want to thank all the fans and friends at the track for raising a substantial amount of money. It helps a lot.

Chris Geilfuss
Vallejo, CA

The Coombs respond

In response to Mickael Pichon's recent letters concerning the incidents at the High Point Nationals that led to his fine, probation and subsequent termination by Honda, I would like to point something out: At no time does Mickael mention the fact that he punched a race official three times in the back of the head. This alone, without the bizarre actions of his father that afternoon, merits the $3000 fine placed on him.

Secondly, Gerry Wagoner's letter here asserting that Pichon's actions were the result of "AMA-induced agitation" is not only wrong but ignorant. The AMA did not even talk to Pichon until after he struck NPG site manager John Ayers, who had gone to the Honda pits to try to sort this out. Blaming the AMA and track officials for anything in this whole matter is like blaming the basketball coach for the player choking him.

This was not a "parking incident," as Mickael Pichon referred to it, but rather an unwarranted physical assault on a man with his back turned. The fine may seem excessive when compared to the dollar values placed on past transgressions in AMA motocross and supercross, but then again, no one in the past ever punched out an official.

Rita Coombs
Morgantown, WV

Sticking with Bostrom

Although I'm sure Ben Bostrom is extremely disappointed in what happened to him at Mid-Ohio (his bike sprang a leak that caused him to be black-flagged while leading the race), I hope he takes a minute to remember the times his bike and crew have not let him down, but vice versa. Doug Chandler made a good point about Las Vegas last year, where Chandler was leading the race when he also developed a leak that spoiled his chances for another AMA Superbike Championship.

I've been cheering for Ben for two years now to get a superbike win - and I was ecstatic when his first win came at Laguna Seca. I am proud to say I was there and was able to experience it firsthand. We're all aware of Ben's potential and skill and I'm sure we'll see many wins from him in the future. I just wanted to put a little perspective on this for Ben so he doesn't get so frustrated that it affects his race performance.

Ben Willis
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Chandler wasn't leading the race in Vegas last year, but we get the point... Editor

Gatorback memories

It's sad that the South lost our beloved AMA National Motocross. Yes, it was in the middle of the Supercross season, but I feel the date could have been changed. But cancel it? And replace it with another Supercross? Yeah, I'm sure 60,000 fans in a stadium generates more revenue than an outdoor National, but the last Gatorback National drew 1100 riders for Amateur day - and 14,000 fans for the National. How many people at a Supercross actually race? I can think of at least 1000 plus the 80 Pros at Gatorback who raced.

I can still remember watching my son race Gatorback on Saturday, camping out with all our friends, watching the Pros on Sunday, roaming the pits, meeting the riders. Hey, at least we have our memories. And, hey, another Supercross.

Bobby Mullis
Juliette, GA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mailed to editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number... Editor.

Round 8: Kenworthy's Motocross Park

AMA/ MAZD NAL CHAMPIONSHIP 250cc MX SERIES

The Henry of old

By Matt Freeman
Photos by Karl Ockert

TROY, OH, JULY 25

"So, this is what it's like to win again," said reigning 250cc National Motocross Champion Doug Henry after leading the first moto from start to finish at Kenworthy's Motocross Park in Troy, Ohio. "There were guys out in the pits wondering if I was going to last and I was thinking that too," continued Henry, whose moto win was his first since the series started - 14 motos and seven rounds prior to its stop in the Buckeye state. Not only did Henry last throughout the first moto, the Team Yamaha YZ400 rider also prevailed in the second moto, fighting from fourth to first to take the overall in front of the 17,366 spectators that lined the infield of the fast supercross-like Kenworthy track.

Henry's moto wins did not come easy by any means, as he slammed the door on endless passing attempts by the likes of Suzuki's Greg Albertyn, and Honda's Ezra Lusk and Kevin Windham. Albertyn's gutsy runner-up showing in the first moto was the greatest threat of all to Henry in the second moto as Albertyn, the series points leader going into round eight, tried just as hard as Henry for the moto win. A win would have given the South African two-time World Motocross Champion the overall, instead of Henry - but Henry prevailed.

"I knew Greg (Albertyn) was behind me and I wasn't going to let him by because I wanted to get the overall so bad," said Henry.

Albertyn wanted it just as badly and was concentrating so hard on making the pass on the white flag lap that he let an unsuspecting Lusk slip by for second place. From there all Albertyn could do was finish the moto in third, still good enough for second overall on the day. More importantly, with his second runner-up showing in as many weeks, Albertyn gained valuable points on the rest of the field.

"This is not my best track necessarily, but I'm happy with the results and I came away with nine points more of a lead than I had," said Albertyn, who is one of six riders in the series to have won an overall in the 12-round affair. "There's not much more I could ask for."

Team Yamaha's Doug Henry became the sixth rider to have won a 250cc outdoor National this year by sweeping both motos at Kenworthy's Motocross Park in Troy, Ohio.

Factory Connection/Honda/Jack in the Box-backed Mike LaRocco also gained a little ground on his fellow racers by taking the final podium position. Combined with his overall win from last week at Unadilla, LaRocco shot up to second in series standings, some 30 points behind Albertyn. Nevertheless, LaRocco's determination did not frown on Albertyn's lead, and in Troy, he proved it. Getting mediocre starts in both motos, LaRocco was forced to move up to the lead pack on a dusty track that was not friendly for riders moving through traffic.

"I knew I could catch those guys, but I couldn't do anything with it once I caught them," said LaRocco. "In the first moto I got right up there. The track was real dusty so I couldn't choose my lines. I ended up missing a lot of corners and making mistakes. I couldn't see where I was going. It was tough being in that position."

After finishing third, he found himself in the same position again at the start of the second moto, but he forged on, obviously making less mistakes than most of the field to finish a respectable fourth behind the Henry/Lusk/Albertyn battle.

A 7-2 moto score earned Lusk fourth overall. A second-place start in moto one turned into a ride that Lusk would probably like to forget.

"I had a couple tip overs in the corners and couldn't really get it together," said Lusk. "I was behind Doug (Henry) and I came into a corner a little too hot and highsided. I got up from that and started to come up a little and I ended up going down again. I tipped over in a corner."

In moto two, Lusk got out in front with the holeshot and led for five complete laps before stalling his bike and letting Henry by. Albertyn moved around Lusk as well on the same lap, but Lusk never fell out of the top three and gained second before the second moto was over.

"I passed Albertyn before the Dirty Dozen (a section of 12 small jumps in a row)," said Lusk. "I just drove around and jumped the jumps and passed him.

"I'm really happy with Honda and the bike and everything," said Lusk of his ride. "It's all working awesome. I just have to keep getting those starts I've been getting and put in two good motos and keep that going. I think in that second moto there I proved that I'm still pretty strong and that I have the speed. I hope I can keep it together like this every moto. I really think I can."

Finishing fifth behind Lusk was Team Suzuki's Larry Ward. Gating third in the first moto and barely in the top 10 in the second, Ward turned in a strong showing of 6-5, running just outside of the lead pack once he settled into his own pace, a pace that was far from disappointing.

"I rode 1000-percent better today," said Ward, whose first-ever 250cc National win came at Troy in 1991 aboard a Suzuki. "I was really happy to turn it around. My mechanic and Suzuki never gave up on me. They kept trying to make me happy and this weekend my bike was perfect. I was competitive both motos. Those top three or four guys have been going that fast all along and then for me to run with them the whole 30 minutes, in the second moto, especially, feels a lot better. I'm looking forward to going home to Washougal next weekend. A sixth and a fifth for fifth overall is a lot better than a 12-12 last weekend. I had speed today. I was comfortable on my bike all day and I was comfortable on the jumps. It was a tough race, it was rough, it was hot and I hung in there both motos."

Luckily, his starts did not reflect his overall finish, otherwise Kawasaki's Jeff Emig would have placed outside the top 10. Instead, Emig came from behind on both accounts to score a tally of 5-6 for sixth overall. It's no surprise, however, that Emig made up the time even though on this track it was hard to do so. In the previous two years on the Kenworthy track, Emig swept all four motos.

"I didn't have the fastest lap time, but a majority of my times were faster than anyone else's," said Emig, which explained how he was able to move from outside the top 10 as quickly as he did. "Especially in the middle of each moto. I really showed good speed today. The second moto I was cutting through the pack and I really heated up toward the end and I was a little bit disappointed at the end, but overall considering where I started I think that we made gains. My starts are at a career low. Ever since I first started racing, when I was seven years old, I never got starts this bad. My style of riding is to get up front, ride easy and ride fast. This whole year has been different for me because I've had to ride from the back. I don't like it, mainly because the finishes and what not. If you could come from 18th and win every moto you'd be the hero. It's just so competitive, especially with the fact that six guys have won now."

Kevin Windham is one of the six riders that Emig was speaking of. In fact, Windham has the most 1999 series wins, with a total of three, but seventh overall was the best that Windham could muster at Troy. The factory Honda rider ran second for much of the first moto before falling back to fourth. In the second moto, after overshooting the first turn by a few feet while battling Henry and Lusk for the holeshot, Windham fell back to eighth with little explanation for himself.

"I just kind of faded again. I need to regroup I guess," said Windham after the final moto. "It was just one of those days."

With his seventh-place finish, Windham fell from second in points to third and he now trails LaRocco by two points.

Everyone fought the rough conditions at Troy, including heat, dust and humidity, but it turned out to be rougher for some than for others. After two good starts Yamaha's Jimmy Button had problems early on, but like so many others, by the time he got things sorted out it was too late.

"I was having a hard time seeing out there," said Button, who finished eighth via a 8-9 score. "I actually wasn't real happy at all with it. I got real hot, real quick. I heated up really fast. I was all by myself all day long. I think maybe if I were up with some guys I would have been able to ride a little better. I saw those guys up ahead of me every single lap. I'd come through the whoops and see them on the other section of the track in the same place every single lap, but I couldn't make any time. I couldn't make none; I couldn't lose none. I was just kind of there. I think a couple guys were really charging forward - maybe LaRocco and Fro (Emig) but it's kind of frustrating just sitting there and not being able to gain any time on them and you're working your ass off."

Ninth went to Mazda/Chaparral-Yamaha's Tim Ferry, who, like 10th-place finisher John Dowd, fought to stay in the top 10 all day. Ferry actually finished 11th in first moto, but improved to seventh in the second. Yamaha's Dowd went 9-10.

"It could have been better, it could have been worse," explained Dowd. "For some reason I never seem to do well here. I don't know what it is. I felt like I rode pretty well today. I was kind of right there with the fast guys in the pack, but unfortunately I was at the tail end of the pack. It seemed like every time I tried to make a decision it was kind of the wrong one. I got passed in this one certain spot one lap. Someone cut me off on the inside and the next time I was right behind someone I tried to do the same maneuver to that guy and I ended up getting passed by someone else. It was just that kind of day. It's a fun track, it's just hard for me to make any ground on this track for some reason."

Team Suzuki's Robbie Reynard (10-11) had a day much like Mazda/Chaparral-Yamaha's Steve Lamson (12-12), Team Kawasaki's Damon Huffman (15-13), and Planet Honda/Pro Grip's Jean-Sebastien Roy's (14-14). Together, the group finished 11th through 14th, posting less than full luster results in both outings.

"I got caught in a second-corner pile-up," said Reynard about the incident in the first moto that set the stage for his day. Takeshi Koikeda swapped in front of me and I ended up on top of him. I was under my bike for a little bit and by the time I got up everyone was gone. I had to work my way up. It's dusty out there. Holy smokes, you can't see the ruts, you can't see nothing."

Lamson suffered a loss due to Reynard's get off as well.

"I came out pretty good and then I got snagged up on that pile up with Reynard," Lamson said. "Actually, I think I ran over Reynard. It felt like it. I at least got a foot peg on him. I couldn't get out of that. Then once I did and settled into a pace, I got pumped up."

(Above) Extending his points lead to a healthy 30, Team Suzuki's Greg Albertyn put in two impressive finishes (2-3) to claim second overall on the day.
(Below, left to right) Factory Connection/Jack in the Box-backed Mike LaRocco (3) suffered bad starts in both motos. Here, he follows Kevin Windham (14), Albertyn (8) and Henry (1) out of the gate at the start of moto two. LaRocco charged on to claim third via come-from-behind 3-4 finishes. Windham went 4-8 for seventh.

Huffman's day went no better than that of Reynard and Lamson's.

"I'm kind of fighting myself right now," said 13th-placed Huffman. "Last week, when I crashed at Unadilla, I kind of bruised my thigh on the leg that I broke last year and it's kind of bothering me in every right handed or rutted corner. It's a problem for me."

Finishing 15th behind Roy was YZ250-mounted Anthony Amaradio (13-16), DGY Suzuki's Tyler Evans (16-15), nearby F&S Suzuki's Davey Yezek (17-17), the KX250 of Ryan Terlecki (19-18), Kawasaki of Mexico-backed Pedro Gonzalez (18-33) and RM250-mounted Mike Katin Jr.

MOTO 1

Henry had no problem bringing his YZ400 down the long starting grid in the lead to grab the holeshot, with the KX250 of Scott Davis and Yamaha of Japan's Takeshi Koikeda running second and third, respectively. But before Koikeda could completely get out of the first turn, he went down, taking a small group with him. Koikeda posted 39th at moto's end out of the 40-man field. Battered and bruised, he didn't take the starting gate for moto two.

On lap two, as the field began to spread out, Henry was still in the lead with Lusk, Ward, Windham, Albertyn and Button following closely in the lead pack. Dowd and LaRocco held down seventh and eighth and Emig was even further back in 10th.

Lusk soon joined them, giving up second before the lap was over and ultimately falling back to seventh.

"I fell twice; little front-end washes," explained Lusk. "I guess I was trying to charge too hard and not being smooth enough."

With Lusk falling down and facing back, Ward moved into second and briefly challenged Henry for the lead. Windham also joined in on the fight.

"I got into second and got alongside Henry there for a minute, but my luck ran out and Windham and Greg (Albertyn) both got back by me," said Ward.

Meanwhile, the freight train of LaRocco and Emig worked their way up to the tail end of the now fourth-place Ward. The two passed Lusk and Button in the process, leaving Button caught up in their dust.

"I had a little bit of a vision problem going into the bright light in and out of the shade," said Button. "I was wearing clear lenses and everybody had actually switched to yellow lenses and I didn't do it. It kind of cost me a bit."

With Henry in front of him, Albertyn on his rear fender and a hard-charging LaRocco catching up to their three-man battle, Windham committed to a pass for the lead that went sour.

"I went to pass Henry and ran into a pole on the inside of a turn," said Windham. "We bumped and it actually put my bike into neutral. That's when Albertyn got by me. The top three was that close. After that a couple things in the middle of the race happened and I started to lose some ground. I picked up in the end, but they already had a little lead on me."

Albertyn was the next to make a move on Henry. At times he got pretty close, but after 30-minutes plus two laps of racing Henry was still out front.

"Those guys were real close," said Henry. "I saw them put wheels in there, but I held them off."

Albertyn held on for second despite undergoing heavy pressure himself from LaRocco. Emig filed in behind Windham for fifth. Ward, Lusk, Button, Dowd and Reynard rounded out the top 10.

MOTO 2

It appeared to be another Henry holeshot with Windham close in tow until both riders failed to hit the brakes soon enough and went too wide into the first turn. Lusk gladly dove underneath, taking Button, Albertyn and Ward with him. Henry and Windham recovered just in front of Lamson, Dowd, LaRocco and Emig. Reynard was buried even further back.

"I felt really good at first and then I twisted my wrist and thumb and just couldn't really hang on real good after that," Reynard explained. He ended up 11th at the end of the race.

By the time the fourth lap rolled around, Button had fallen back fifth, succumbing to Albertyn, Henry and Ward. Henry laid it on very heavy to move from fifth to third in the first four laps, and he didn't stop there. Before long Henry passed Albertyn and went right to work on race-leader Lusk. As it turns out, Henry didn't have to work very hard to make the pass.

"The moto was good early on, but these trees are so close to the track that you can't really get in there and get around the corners good enough because you have to stand straight up to get around them," said Lusk. "I came in there a little hot and laid it over a little too far and clipped a tree and I stalled the bike."

"Ezra stalled it and I kind of bumped him and lifted my front wheel out of the rut and snuck around him," said Henry.

The mistake shook up Lusk enough that he also let Albertyn by to take the runner-up spot, but only momentarily.

Just after the halfway point of the race, fifth-placed Emig and sixth-placed LaRocco were working heavily on each other and were right with Ward. LaRocco prevailed out of the group moving up to fourth, but no further.

(Above left) Team Honda's Ezra Lusk (4) and Windham (14) race down one of Kenworthy's long straights during the first moto. Lusk dropped to seventh in the first outing, but turned in a strong runner-up spot in the second, netting him fourth overall on the day.
(Above) Team Suzuki's Larry Ward posted his best finish at a National this year with a solid 6-5 tally good enough for fifth overall.

Briefly...

After his horrendous crash in Unadilla last week, FMF/Honda's **Tallon Vohland** wasn't racing at Troy. "Tallon got released from the hospital on Wednesday and was back home on Thursday," said FMF's **Hylton Beattie**. "He was actually going to try to ride today at home. He's definitely going to be at Washougal. At first it was suspected that he had two broken ribs and a punctured lung. As it turns out it's just four bruised ribs and a bruised lung. He's in a lot of pain and obviously he's bummed out that he's not going to be riding here, but he's definitely going to ride in Washougal and we just hope he's not going to be in too much pain. I'm sure for Millville he'll be fine."

FMF was also sporting new graphics on their bikes. "We've got the **Thor** graphics on the bike this week," said Beattie. "It's a thing we're doing with our major-level sponsors. Next weekend we're doing the 909 bikes and then before the end of the year we're going to do a Dunlop bike. It's a unique thing that will get more coverage for those guys." Speaking of Thor, **Tim Ferry** was decked out in trick redesigned Thor riding apparel that will sell as the company's 2000 model gear.

The Kenworthy track is unique in its layout due to its supercross-based obstacles. All of the obstacles were also given names. The **Moguls** and **Camel Hump** are just two of the obstacles on the track, but the huge double, known as the **Widow Maker**, was a crowd favorite, while a long smooth straightaway known as the **Autobaun** was a favorite of the riders until it got chopped up. Also new to the park was the installation of a cement pad beneath the starting gate. What makes this cement pad any different from the ones seen at all the other National tracks? Before laying the cement, track owner and operator **Don Kenworthy** measured the point at which the starting grid gets less chewed up. Seven feet from the bottom of the gate is where those nasty starting ruts disappear, so Kenworthy laid the cement out to seven in front of the actual gate. In addition, a five-man practice gate was added to the side and further down the grid for riders to perfect their cement starting procedure.

As it turns out, **Sebastien Tortelli** has a dislocated wrist as a result from his crash last weekend at Unadilla. "The doctor said he will get his pins out in three weeks," said Honda PR man Greg Wright. "Then they will put on a smaller cast, which will be on for another three weeks. At this point he will be out it looks like for six weeks." The possibility of Tortelli being ready for the U.S. GP at Budds Creek on September 12 is still up in the air. "That's a big question right now in the Honda camp," continued Wright. "We're not quite sure."

GQ Magazine started on two different projects involving the motocross world at Troy. The first was a photo shoot with **Kevin Windham**, **Ezra Lusk**, **Greg Albertyn**, **Larry Ward**, **Robby Reynard** and **Doug Henry**. **Sebastien Tortelli** was also supposed to be part of the shoot, but due to his injury he was not able to participate. GQ is also working on a story about motocross. The shoot and the story will run in the November issue.

A new video game for the Sony Play Station debuted in the pits at Kenworthy's. **989 Sports** and **Idol Minds** developed a lifelike motocross game called **SuperCross Circuit**. The game features several professional riders and nearly all the Supercross and National tracks. "The game was super cool," said **Kevin Windham**, who played none other than "Kevin Windham" while trying out the game. "I went over there and played it for a while and had a lot of fun. A lot of the tracks are real realistic and it's unbelievable some of things they're doing with it. I played Houston Supercross and the obstacles were all the same. I was pretty impressed." Windham wasn't the only racer to play it. "It's killer," said **Jimmy Button**, whose four-stroke in the game sounds mysteriously like a two-stroke. "That game is so bitchin'. I think they should give me a little YZ400 sound there. It's more lifelike than I have ever seen before and I've got quite a few of them at home. It's pretty cool." Not to worry Jimmy. Officials from 989 Sports assured us that the game still has some changes to undergo, which should include the sound of the YZ400. SuperCross Circuit should hit the stores in time for Christmas.

The 1999 FIM Motocross des Nations team has been slated for the September 26th event, which will take place in Indaiatuba, Brazil. **Ricky Carmichael** has been chosen to ride the 125cc class and **Kevin Windham** and **Mike LaRocco** will fill the bigger bore classes. There is no doubt that Windham will ride a CR250, but when LaRocco was asked whether he will ride his normal mount or a CR500 of some sort he replied, "At this point we are going to review some tapes of the track and decide after that." It will be Windham's first des Nations.

How does Suzuki Team Manager **Roger DeCoster** feel about **Greg Albertyn's** points lead? "I was ready to give up a few points today because this is the last of Greg's worst tracks," said DeCoster. "The fact that he came out and gained points on his two main opponents is really good for us. I think now the chances are even better."

Defending 125cc National Champion **Ricky Carmichael** had a bit of a scare earlier in the week. "On Thursday I was riding my bike and I came up to an intersection where there were some bushes blocking the view," said Carmichael. "I pulled up there and guy in a car didn't stop. He was turning right on a red and he plowed over me. He hit the back end of my bike and totaled it. The guy kept going too." Luckily, Carmichael was not injured, but he did have a few scratches on his face. The incident marked the first time in a while that Carmichael has been left in the dust.

Once again **U.S. Tobacco** donated 33 cents for each of the 17,366 spectators that showed up to the **Clayton Memorial Foundation**. This week $5730.78 was donated to the non-profit organization that aids injured motorcyclists.

The top two highest-placing privateers in each class receiving support from **U. S. Tobacco** and **Team Rooster** was Alba Yamaha's **Anthony Amaradaio**, who raced to 15th overall in the 250cc class via 13-16 finishes. Amaradio received a check for $1000 while DGY Suzuki-backed **Tyler Evans** (16-15), who finished one place behind Amaradio, left Troy with $500 in extra spending money. "The money will definitely help me get to Washougal," said a very happy Evans.

Floating around the pits out of the AMA trailer was a memo with the heading **AMA Pro Racing - MX/SX Career Racing Numbers**. Like NASCAR, it appears as if our sport will have a permanent number system that riders will choose for next year. Number one will be reserved for current National Champions. Numbers two through nine will be reserved for past National Champions. In the year 2000, the rider with the most championships will receive first choice. If two riders earned the same number of championships, then the rider with the most national points that year will have priority. Riders who have earned top 10 National numbers can choose an available career number. After the year 2000, if more than one new champion or top 10 rider is crowned in a season, priority for career numbers will be determined by the rider with the most national points. Riders who finish in the top 100 each season will be assigned available two-digit numbers until the supply of numbers is exhausted. At the end of 1998 there were only six former champions, including **Jeremy McGrath**, **Jeff Emig**, **Doug Henry**, **Ricky Carmichael**, **Mike LaRocco** and **Steve Lamson**. Apparently Supercross Championships do not apply. Former top 10 riders include **Ezra Lusk**, **Mickael Pichon**, **John Dowd**, **Larry Ward**, **Greg Albertyn**, **Jimmy Button**, **Kevin Windham**, **Ryan Hughes**, **Damon Huffman** and **Jeff Matiasevich**. It should also be noted that if a rider earns no points in a season, then the rider loses the privilege to renew his/her career number. Special consideration will be given to riders with confirmed seasonlong injuries or legitimate comebacks.

Making a return to racing was 1999 Arenacross series runner-up **Jeromy Buehl**. The Honda-mounted rider from nearby Galloway, Ohio decided to take a stab at the Troy national after not racing much since the final Arenacross back in March. "My goal is to get into the top 20 and have fun today," Buehl explained. "It's going to be hot and tough, but I'll give it a shot." Buehl went down in the first moto and rode to a 22nd the second time out.

The winners of Sunday morning's qualifiers were **Stephane Roncada** and **Mike Craig** in the two 125cc heats, and **Robbie Reynard** and **Tim Ferry** in the 250ccs. **Joe Oehlhof** won the 125cc Last-chance while **Donald Baker** did so in the 250cc LCQ.

One name missing from the 125cc line-up was that of Moto Planet/Al Lane Yamaha's **Matt Walker**. During his heat race, his stator went south killing his bike. After some quick work to get the bike to the line for the LCQ the CDI unit fell off while Walker was working through the pack. Walker watched the first moto from the sidelines and needless to say was not happy.

"My bike felt great, but I got bad starts today and the track was pretty fast and one-lined so I had problems getting through," said LaRocco. "Those guys' pace was fast and there wasn't really much I could do."

Ward held off Emig for fifth at moto's end. Rounding out the top 10 were Ferry, Windham, Button and Dowd.

Henry entered the white flag lap with a slight lead over Albertyn, but when he came around to the finish it was Lusk in the runner-up spot, the mastermind behind a strategically-planned pass.

Albertyn took third in the moto in stride, knowing that he had gained points and another second overall finish on the day.

"Henry was going well today," said Albertyn about his day and the final four rounds. "It was a good day overall. All the upcoming tracks are good for me and I'm the strongest ever. I'll be up there when it's all over."

"Everything worked really good. I got great starts," said Henry, who plans to retire from racing after the series is over. "What it is I think is just a lot of people make mistakes. That's really the only way you can get by someone here - if they make a mistake. It's so tough to just try to stay flawless through the whole race. When you do make a mistake you just hope you have a little bit of a gap on the guys behind you. I made a few mistakes today, but probably not as much as everybody else. They really put on a great race here. I really appreciate the fans here. It was a great time and it was a great last ride here at Troy." **CN**

Kenworthy's Motocross Park
Troy, Ohio
Results: July 25, 1999 (Round 8 of 12)

MOTO 1: 1. Doug Henry (Yam); 2. Greg Albertyn (Suz); 3. Mike LaRocco (Hon); 4. Kevin Windham (Hon); 5. Jeff Emig (Kaw); 6. Larry Ward (Suz); 7. Ezra Lusk (Hon); 8. Jimmy Button (Yam); 9. John Dowd (Yam); 10. Robbie Reynard (Suz); 11. Tim Ferry (Yam); 12. Steve Lamson (Yam); 13. Anthony Amaradio (Yam); 14. Jean-Sebastien Roy (Hon); 15. Damon Huffman (Kaw); 16. Tyler Evans (Suz); 17. Davey Yezek (Suz); 18. Pedro Gonzalez (Kaw); 19. Ryan Terlecki (Suz); 20. Jason Fink Kaw); 21. James Evans (Kaw); 22. Josh Demuth (Yam); 23. Ryan Clark (Kaw); 24. Robb Floth (Yam); 25. Ron Boyas (Yam); 26. Charles Dunaway (Yam); 27. Kevin Beloy (Hon); 28. Scott Davis (Kaw); 29. Zeb Armstrong (Yam); 30. Jarret Tipping (Suz); 31. Donald Baker (Hon); 32. Tommy Collier (Suz); 33. Aaron Dieter (Suz); 34. Dax Kastrin (Kaw); 35. Ted Campbell (Suz); 36. Austin Squires (Suz); 37. Clark Stiles (Kaw); 38. Vincent Karnow (Suz); 39. Takeshi Koikeda (Yam); 40. Mike Katin (Suz).

MOTO 2: 1. Doug Henry (Yam); 2. Ezra Lusk (Hon); 3. Greg Albertyn (Suz); 4. Mike LaRocco (Hon); 5. Larry Ward (Suz); 6. Jeff Emig (Kaw); 7. Tim Ferry (Yam); 8. Kevin Windham (Hon); 9. Jimmy Button (Yam); 10. John Dowd (Yam); 11. Robbie Reynard (Suz); 12. Steve Lamson (Yam); 13. Damon Huffman (Kaw); 14. Jean-Sebastien Roy (Hon); 15. Tyler Evans (Suz); 16. Anthony Amaradio (Yam); 17. Davey Yezek (Suz); 18. Ryan Terlecki (Suz); 19. Mike Katin (Suz); 20. Ryan Clark (Kaw); 21. Jason Fink (Kaw); 22. Robb Floth (Yam); 23. Clark Stiles (Kaw); 24. Zeb Armstrong (Yam); 25. Scott Davis (Kaw); 26. Ron Boyas (Yam); 27. Vincent Karnow (Suz); 28. James Evans (Kaw); 29. Kevin Beloy (Hon); 30. Aaron Dieter (Suz); 31. Donald Baker (Hon); 32. Jarrett Tipping (Suz); 33. Pedro Gonzalez (Kaw); 34. Ted Campbell (Suz); 35. Josh Demuth (Yam); 36. Dax Kastrin (Kaw); 37. Tommy Collier (Suz); 38. Charles Dunaway (Yam); 39. Austin Squires (Suz); 40. Takeshi Koikeda (Yam).

O/A: 1. Doug Henry (Yam); 2. Greg Albertyn (Suz); 3. Mike LaRocco (Hon); 4. Ezra Lusk (Hon); 5. Larry Ward (Suz); 6. Jeff Emig (Kaw); 7. Kevin Windham (Hon); 8. Jimmy Button (Yam); 9. Tim Ferry (Yam); 10. John Dowd (Yam); 11. Robbie Reynard (Suz); 12. Steve Lamson (Yam); 13. Damon Huffman (Kaw); 14. Jean-Sebastien Roy (Hon); 15. Anthony Amaradio (Yam); 16. Tyler Evans (Suz); 17. Davey Yezek (Suz); 18. Ryan Terlecki (Suz); 19. Pedro Gonzalez (Kaw); 20. Mike Katin (Suz); 21. Ryan Clark (Kaw); 22. Jason Fink (Kaw).

MAZDA TRUCKS/AMA NATIONAL C'SHIP 250cc MX SERIES POINT STANDINGS (After 8 of 12 rounds): 1. Greg Albertyn (308/1 win); 2. Mike LaRocco (278/1); 3. Kevin Windham (276/3); 4. Ezra Lusk (268/1); 5. Sebastien Tortelli (245/1); 6. Jeff Emig (225); 7. John Dowd (203); 8. Doug Henry (201/1); 9. Larry Ward (175); 10. Jimmy Button (167); 11. Robbie Reynard (156); 12. Tim Ferry (155); 13. Damon Huffman (137); 14. Jean-Sebastien Roy (128); 15. Steve Lamson (104); 16. Takeshi Koikeda (83); 17. Heath Voss (57); 18. Mickael Pichon (55); 19. Josh Demuth (42); 20. Ryan Hughes (31).

Upcoming Rounds:
Round 9 - Washougal, Washington, August 1
Round 10 - Millville, Minnesota, August 15

Round 8: Kenworthy's Motocross Park

AMA/MAZDA TRUCKS NATIONAL CHAMPIONSHIP 125cc MOTOCROSS SERIES

The tale of Troy

By Dave Deringer
Photos by Karl Ockert

TROY, OH, JULY 25

With six wins under his belt out of the last seven races of 1999, SplitFire/Pro Circuit/Kawasaki's Ricky Carmichael came in to the Troy, Ohio facility with a lot of confidence. A big win here one year ago and with his biggest rival of the year, Tallon Vohland, out with an injury, Carmichael looked to be the odds-on favorite.

Carmichael took his eighth win of the AMA/Mazda Trucks 125cc National MX series via 2-1 moto scores in front of 17,366 sun-drenched fans. Carmichael finished second in the first moto to a surprise winner after starting in about tenth and falling early in the race. Carmichael recovered quickly and motored through the pack up to second, but by then the race leader was gone. Carmichael backed up his first moto with a win in the second moto, making for his seventh overall win of the year, his third-in-a-row and his 23rd 125cc win of his career.

"That first moto was weird," Carmichael explained. "I got off the gate great but they just rode by me. I fell later on and worked up pretty good but Stephane was riding good too. I told myself that I was just going to go out and win that second one for sure."

The biggest surprise of the day was that of Yamaha Troy/Sinisalo/Alpinestars-sponsored Stephane Roncada. The California-based Frenchman rode to second overall after a surprising, yet dominating win in the first moto after being credited with the holeshot as well. At one point, Roncada nearly had a 20-second lead over second place but it slowly shrank as Carmichael charged during the last few laps. A strong third in the second moto proved to many that the Roncada of old is back and is not to be counted out yet.

"I've been training a lot in the heat in California with my trainer Alan, and the heat doesn't really bother me. I had a good result at Red Bud and it was hot there too. I'm really happy with my results today, it is my best so far."

Third overall went to New Philadelphia, Ohio's Brock Sellards. The FMF/Honda-pilot, who grew up on the Kenworthy track during his 60cc and 80cc Amateur days, rode to two strong and consistent 3-2 moto finishes. With his good ride and with the absence of his teammate Vohland, Sellards slipped his Dean Gibson-tuned CR125 into second in the point standings with four races remaining.

"Hopefully I can keep second in the series," said Sellards. "When Tallon comes back, I doubt if he'll be in good as shape as me. He's been laid up in bed and even one week off is pretty hard to come back from, but he's strong so we'll see."

Fourth overall went to another Yamaha of Troy pilot, this time Casey Lytle. The always-smiling Lytle was happy with a fourth in moto one and a fifth in moto two.

"Yeah, I rode pretty good today," Lytle remarked. "Stephane was riding really fast today though. This is a home race for Yamaha of Troy so we had to put on a show and make it look good here."

Primal Impulse Suzuki/Bill's Pipes/Shift-supported David Pingree filled out the top five on the day. A consistent Pingree rode to a fifth-place ride in the first moto and an eighth the second time out.

"I like this track," Pingree said after the race. "The good, sticky dirt suits my style and I was shooting for a top five today so it went pretty good."

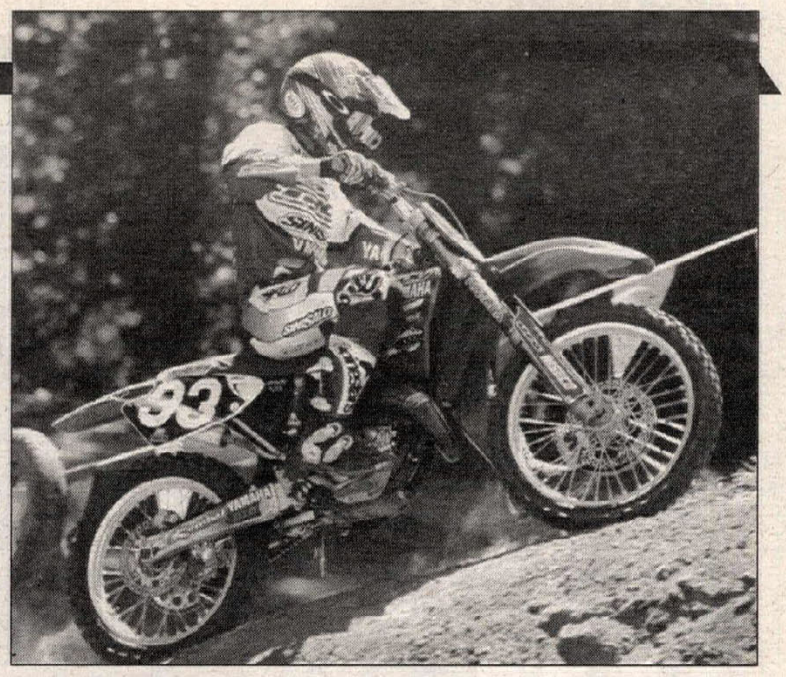
The Pro Circuit/SplitFire/Kawasakis of Nick Wey and Nathan Ramsey finished sixth and seventh, while Yamaha of Troy's Ernesto Fonseca finished eighth with a 14-4.

Fonseca noted, "I always do good in one moto and then something happens in the other. I just want to get two good motos together."

Ninth overall and top 125cc privateer went to Florida's Paul Currie. The F&S Suzuki/Sunstar-backed rider rode to 9-11 finishes, while Primal Impulse Suzuki's Michael Brandes rounded out the top ten with a 17-6.

Carmichael now has a 99-point lead over his nearest competitor, Brock Sell-

(Above) Team SplitFire/Pro Circuit/Kawasaki's Ricky Carmichael (1) came away with his seventh win of the series, but it wasn't easy. Stephane Roncada (22) ran away with the first moto after Carmichael suffered a bad start and then fell. In the second moto (shown), Carmichael gated second and found himself in the lead early on. From there, the defending series champion ran away with the moto win and the overall. (Right) Yamaha of Troy's Stephane Roncada posted his best-ever outdoor National finish at Kenworthy's, racing 1-3 for second overall. The Frenchman flat smoked in the first moto but tired a little in the second.



(Left) With a third-place showing in his home state of Ohio, FMF/Honda's Brock Sellards moved into second in the points race. Much to the delight of the home crowd, Sellards briefly led the second moto before falling victim to Carmichael. The little Buckeye held on to finish second in the moto.
(Right) Casey Lytle and his Yamaha of Troy YZ125 continued to get great starts in Troy and held his ground, finishing 4-5 for fourth overall.
(Below) Primal Impulse/Bill's Pipes/Suzuki's David Pingree raced to fifth place on the hot and hard Kenworthy circuit.

ards, at 369-270. Vohland's absence dropped him to third in the standings with 253, while Wey and Brandes hold fourth and fifth with 219-217, respectively.

MOTO 1

With the temperature hovering near the mid-90s, the 125cc riders blasted off the new concrete starting pad for the first time.

Roncada gated best off the cement and was the first rider to the turn, but he drifted extremely wide and Lytle and Primal Impulse Suzuki's Buddy Antunez sneaked by down the second straight. It was unclear as to where the actual imaginary holeshot line was, and Roncada was credited with the $500 THQ holeshot award.

"They're giving it to him?" Lytle questioned after the moto. "He went so wide! That's money out of my pocket."

As the riders approached the infamous Widow Maker for the first time, it was a Yamaha of Troy freight train up front and Lytle, Roncada and Fonseca were the engine. Antunez, Sellards, FMF's Gosselaar and Pingree came next at the end of the first lap, while Carmichael was back in tenth.

Sellards moved by Antunez for fourth on the second lap as Carmichael was also busy moving up. Meanwhile, Roncada made his pass for the lead on his teammate Lytle and began to pull away.

Roncada already had three seconds on Lytle on lap three and Sellards was in third as he had passed Fonseca. Carmichael was up to fifth on the jump-filled circuit and was pressuring Fonseca for fourth a short time later.

Carmichael got by Fonseca but bobbled and went down only to quickly recover and get going again.

By the 10-minute mark of the 30-minute-plus-two-lap moto, Roncada had about a 10-second lead over Lytle and Sellards. Fonseca and Carmichael went at it again for some time, while Roncada continued to distance his lead.

Sellards would move by Lytle for second a lap later as did Carmichael on Fonseca for fourth. Carmichael maintained his pace and quickly closed in on Lytle, looking to move into third.

Carmichael moved around Lytle soon thereafter and set out after home-state hero Sellards who was riding comfortably in second. Carmichael followed Sellards for some time and finally made his move, sneaking by Sellards after the Banzai Triple.

Roncada now had about a 16-second lead over second-place Carmicael with under eight minutes remaining in the race. Sellards held his pace in third, as did Lytle in fourth. Primal Impulse Suzuki's Branden Jesseman was now on the tail of Fonseca in sixth, and the two began to battle.

Jesseman and Fonseca bumped and Fonseca hit the soil, losing many positions, and Pingree took advantage and slipped by Jesseman for fifth.

"Me and Jesseman bumped in the air over a jump and I went down and broke off my clutch lever," Fonseca said. "After that I just rode around."

Throughout the last few laps of the moto, Carmichael closed the gap on Roncada, but Roncada had established a large enough lead to relax a bit, and would soon cross the line for his first-ever National victory on American soil.

Carmichael crossed the line second, some 10 seconds back while Sellards, Lytle, Pingree came next. Jesseman crossed for his best ride of the year and Ramsey came from a distant 20th-place start to finish seventh.

"This is the best win for me," 20-year-old Roncada exclaimed. "It is just amazing and I am really happy that I won with a big lead. I think that I proved to some people that I have been training a lot and that I'm ready to win."

Carmichael said, "I didn't feel that great out there. I was charging as hard as I could but Stephane was riding good too. I don't know what happened on the start either, I got a great jump and everybody just rode right by me."

"I got a pretty good start and worked my way into second, but I saw Ricky slowly catching me," Sellards said of his third place ride. "After he passed me, I rode with him and didn't really let him get away."

MOTO 2

With burnout smoke billowing from the pad, it was Fonseca who got the best jump. Sellards came out of the first turn in the lead though, and was ahead of Fonseca and Carmichael heading into turn two.

Sellards made a mistake and shot off the track while leading, but got going again quickly.

"That was weird," Sellards said about the incident. "I shot off the track and took out banners and stakes, then I had to get back on the same way."

At the end of the first lap it was Carmichael in the lead with a pumped Roncada on his tail. Sellards, Lytle and Fonseca were also in there as well.

Roncada kept the pressure on Carmichael for several laps and at one point challenged for the lead, but Carmichael wicked it up a bit and put some distance back on the first moto winner.

"I wasn't surprised that he was going that fast," Carmichael acknowledged, "but I would have been surprised if he kept that pace the whole moto."

Sellards watched the two ahead of him from the third spot and kept a close eye on Roncada. When Roncada seemed to tire a bit, Sellards attacked. Sellards passed Roncada for second around the outside of a tricky corner tabletop jump, and Roncada soon tossed his goggles in favor of some more air and vision.

Now in second, Sellards got on the gas to distance himself from Roncada and the rest of the field. Roncada, knowing that a third place would still net himself second overall, settled into a good pace a distance ahead of his teammates Lytle and Fonseca who were involved in an intense battle around the track for several laps.

Fonseca made his move around Lytle for fourth with several laps remaining, and Brandes had gotten by Pingree and Wey for sixth as time was running out.

Carmichael busted out the moves after the two lap board came out. Over the enormous jumps, Carmichael pulled out some whip, nac-nacs and various other moves to give the crowd their money's worth.

At the checkers it was Carmichael with about nine seconds on Sellards, and a happy Roncada rolled in for third.

"I had it made up in my mind before this moto that I was going to go out there and win," Carmichael later said. "I put in some consistent laps the entire moto and it paid off."

"That moto went really good for me," Sellards said. "I could hear many of the fans cheering for me and that was cool. The bike is working great too. It keeps getting better every time I ride it and I want to thank everyone at FMF and Honda for supporting me." CN

Kenworthy's Motocross Park
Troy, Ohio
Results: July 25, 1999 (Round 8 of 12)

MOTO 1: 1. Stephane Roncada (Yam); 2. Ricky Carmichael (Kaw); 3. Brock Sellards (Hon); 4. Casey Lytle (Yam); 5. David Pingree (Suz); 6. Branden Jesseman (Suz); 7. Nathan Ramsey (Kaw); 8. Nick Wey (Kaw); 9. Paul Currie (Suz); 10. Jason McCormick (Hon); 11. Kelly Smith (KTM); 12. Buddy Antunez (Suz); 13. Travis Preston (Suz); 14. Ernesto Fonseca (Yam); 15. Keith Johnson (Yam); 16. Jim Neese (Yam); 17. Michael Brandes (Suz); 18. Rusty Holland (Hon); 19. Matt Shue (Suz); 20. Brad Hagseth (Hon); 21. Randy Valade (Kaw); 22. Jason Thomas (Yam); 23. Damien Plotts (Yam); 24. Jeromy Buehl (Hon); 25. Jeff Gibson (Kaw); 26. Chris Gosselaar (Hon); 27. Sam Yanitelli (Yam); 28. Chad Sanner (Yam); 29. Steve Andrich (Hon); 30. Joe Oehlhof (KTM); 31. Robbie Horton (Yam); 32. Danny Smith (Hon); 33. Mark Burkhart (Yam); 34. Isaiah Johnson (Yam); 35. Tom Welch (Suz); 36. James Povolny (Yam); 37. Jimmy Wilson (Yam); 38. Josh Tarantino (Suz); 39. Michael Craig (Kaw); 40. Ryan Duff (Yam).

MOTO 2: 1. Ricky Carmichael (Kaw); 2. Brock Sellards (Hon); 3. Stephane Roncada (Yam); 4. Ernesto Fonseca (Yam); 5. Casey Lytle (Yam); 6. Michael Brandes (Suz); 7. Nick Wey (Kaw); 8. David Pingree (Suz); 9. Nathan Ramsey (Kaw); 10. Michael Craig (Kaw); 11. Paul Currie (Suz); 12. Kelly Smith (KTM); 13. Jason McCormick (Hon); 14. Danny Smith (Hon); 15. Keith Johnson (Yam); 16. Travis Preston (Suz); 17. Chris Gosselaar (Hon); 18. Jim Neese (Yam); 19. Mark Burkhart (Yam); 20. Ryan Duff (Yam); 21. James Povolny (Yam); 22. Jeromy Buehl (Hon); 23. Brad Hagseth (Hon); 24. Steve Andrich (Hon); 25. Sam Yanitelli (Yam); 26. Damien Plotts (Yam); 27. Jeff Gibson (Kaw); 28. Tom Welch (Suz); 29. Jimmy Wilson (Yam); 30. Matt Shue (Suz); 31. Buddy Antunez (Suz); 32. Chad Sanner (Yam); 33. Josh Tarantino (Yam); 34. Joe Oehlhof (KTM); 35. Isaiah Johnson (Yam); 36. Randy Valade (Kaw); 37. Jason Thomas (Yam); 38. Rusty Holland (Hon); 39. Robbie Horton (Yam); 40. Branden Jesseman (Suz).

O/A: 1. Ricky Carmichael (Kaw); 2. Stephane Roncada (Yam); 3. Brock Sellards (Hon); 4. Casey Lytle (Yam); 5. David Pingree (Suz); 6. Nick Wey (Kaw); 7. Nathan Ramsey (Kaw); 8. Ernesto Fonseca (Yam); 9. Paul Currie (Suz); 10. Michael Brandes (Suz); 11. Kelly Smith (KTM); 12. Jason McCormick (Hon); 13. Branden Jesseman (Suz); 14. Travis Preston (Suz); 15. Keith Johnson (Yam); 16. Michael Craig (Kaw); 17. Buddy Antunez (Suz); 18. Jim Neese (Yam); 19. Danny Smith (Hon); 20. Chris Gosselaar (Hon); 21. Rusty Holland (Hon); 22. Mark Burkhart (Yam); 23. Matt Shue (Suz); 24. Ryan Duff (Yam); 25. Brad Hagseth (Hon).

AMA/MAZDA TRUCKS NATIONAL C'SHIP 125cc MOTOCROSS SERIES POINT STANDINGS (After 6 of 12 rounds): 1. Ricky Carmichael (369/ 7 wins); 2. Brock Sellards (270); 3. Tallon Vohland (253/ 1); 4. Nick Wey (219); 5. Michael Brandes (217); 6. Nathan Ramsey (190); 7. Ernesto Fonseca (172); 8. Casey Lytle (161); 9. Casey Johnson (155); 10. Danny Smith (148); 11. Buddy Antunez (136); 12. Travis Preston (130); 13. Stephane Roncada (118); 14. Jason McCormick (98); 15. Matt Walker (95); 16. Paul Currie (83); 17. Scott Sheak (75); 18. David Pingree (72); 19. Kelly Smith (70); 20. Barry Carsten (50).

Upcoming Rounds:
Washougal, Washigton, August 1
Millville, Minnesota, August 15

Morehead masters 30-Miler

(Left) Close! As usual. Steve Morehead (42) took to the inside and came away with the IMDA Du Quoin 30-miler victory over Jay Springsteen (9) and Rich King (80). The race distance was shortened from the scheduled 50 laps to 30 due to the heat and rider-safety concerns.
(Below) AMA Grand National series points leader Chris Carr (4) led several of the early laps but retired with bike problems just before the 15-lap pit stop.

By Dave Hoenig
Photos by Flat Trak Fotos

DU QUOIN, IL, JULY 25

For several reasons, including oppressive heat and a concern over rider safety, the Illinois Motorcycle Dealers Association's planned 50-mile race was shortened to a two-leg, 30-mile event with a three-minute pit stop splitting the 15 laps of competition in each leg.

Obviously still in shock over Saturday's tragedy (see "In The Wind"), the dirt track community struggled through the hard times of racing once again with a heavy heart.

Despite heat indexes in the 115-degree range, the Du Quoin State Fairgrounds mile oval was in near-perfect condition. In true mile tradition, the race was decided in a last-lap charge from turn four to the finish line. Steve Morehead, Jay Springsteen and Rich King hit the finish line in a tight pack. After a delay to look at the film, KK Supply/F&S Harley-Davidson/John Sheperd's Morehead was declared the winner.

"The track was the best I've seen it in a long time," Morehead said after slashing his way from the penalty line to the win. "It was fun to ride on today."

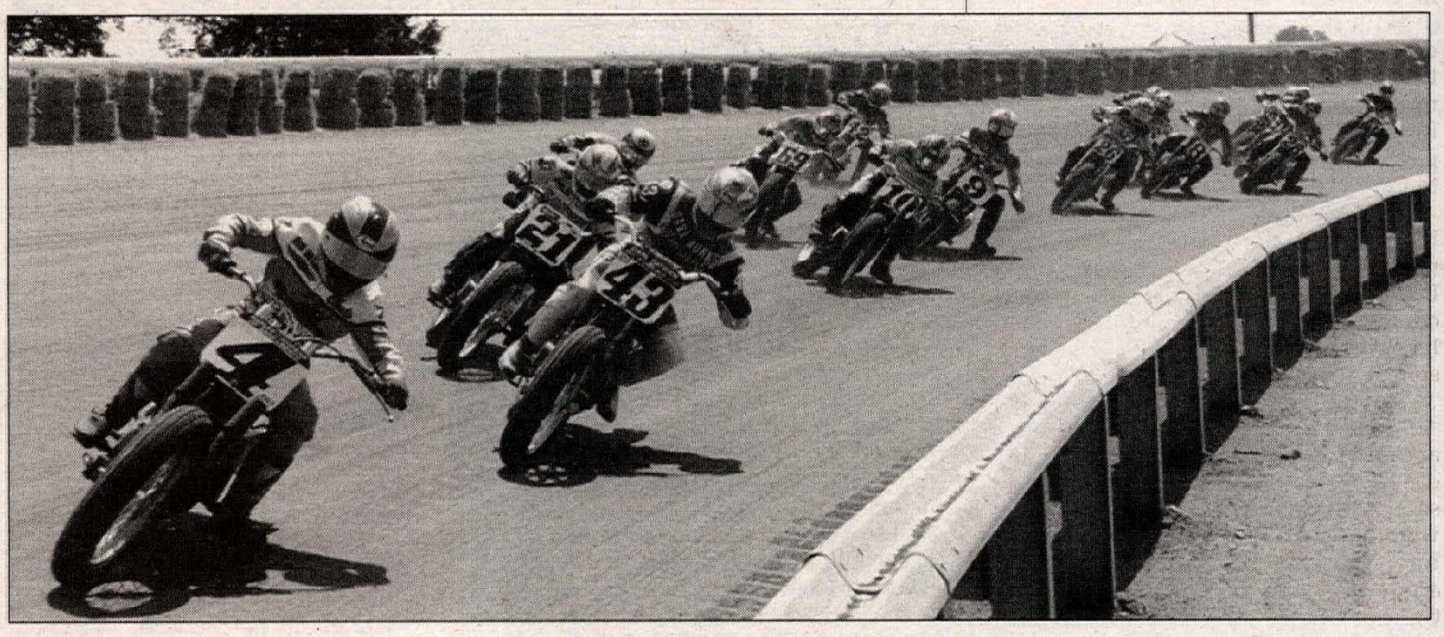
Morehead was sent to the penalty line after being forced onto a backup bike.

"Last to first, not bad," he contunued. "In the heat race my motor started to labor and slow down. I told Gary I was holding it wide open and I could feel it start to bog. He said, 'Lets pull out the one we rode yesterday, it was in the same chassis.' Frank changed the shock and the front end settings and made it identical to the motorcycle I was riding. The only time that motorcycle hit the track was for the main event."

Adding a bit of controversy, the other two riders in the photo finish were not as sure about the official finish order.

"So what's the deal? They've got a million dollar camera and it don't work," Springsteen said. "I thought that I won it, looking at the line as we went across, but if the camera didn't work how do they know?"

King was equally unsure that a correct call was made at the line.



"I knew where the start/finish line was. I was checking the cones out," King said. "Morehead got me late. I agree Morehead got me, but Springer didn't get me. When we want to look at the camera, they just say it's inconclusive. We haven't pushed it yet, but I'd like to see it. It bugs me that they can tell if Morehead won, but they can't tell if I finished second or third. If they can't tell, then it should be a tie."

Although there were compromises to the original plans for a 50-mile race, there was a pit stop at the midrace point, and a flying restart after the field ran one lap behind the IMDA pace bike, ridden by Dave Kiesow.

Just as the yellow flag came out to send the field off to their pit stop, Grand National Championship series points leader Chris Carr slid his Harley-Davidson of Sacramento/ Phoenix Racing Harley to a stop at the start/finish line. Carr had been right in the thick of things, in fact leading 11 of the first 15 laps, picking up a fair chunk of the posted lap money.

"I broke a shock and spit the chain off," Carr said. "I thought I had chunked a tire. For about five or six laps the rear wheel was really hopping around. Going into the corners it would rebound real fast and kick me sideways and start hopping. It was putting a lot of torque on the frame in the corners, but once I got it pointed straight it was good."

Carr quickly pushed back to his pit as the field slowly followed the pace bike around. Carr made his stop and left the pits in an attempt to stay on the lead lap, but the rules for this race did not allow for that, and Carr was deemed to be a lap down.

"When we found out we were a lap down, it wasn't worth it to do it anymore," Carr said. "I could have just rode around and tried to pick up a few positions, but it was just a few hundred bucks, and it wasn't worth ruining a chassis doing it."

As the field returned to the track after the mandatory pit stop, oil was spotted in turns three and four. This forced a red flag, where all the bikes were lined up on the front straight with no work allowed on the machines. The extended stop did serve the purpose of letting the riders cool down a little from the brutal heat.

Attrition played a big part in the race, with only half the field completing the 30 laps. The first to break was the Carl Patrick/Harley-Davidson of Missouri/Dave Burks Motorsports Harley of Joe Kopp.

"I thought we had seized the engine, but the header pipe broke and it started sucking air - that's what caused it to slow down," Kopp said after finishing 11 laps. Kopp was in the lead draft early, and he led at various spots around the track, but never at the start/finish line.

Joey Brock brought his B&B Racing/Art Skaggs Harley into the pits just before the yellow and was credited with 15 laps. Carr's problems brought him in right behind Brock.

BF/LFA/Michigan Harley-Davidson Dealers-backed Nicky Hayden, Coziahr Harley-Davidson/Gardner Racing's Dan Stanley and American Harley-Davidson's Chris Evans all failed to come out for the restart. Hayden's problems were related to the oil problem that caused the red flag.

"There's oil coming out the breather and soaking his back tire," team owner Tom Cummings said. "There's no way he could continue."

Stanley's ride on Johnny Murphree's back-up bike ended with a broken oil line. Three laps into the restart, Devon Pritchard brought his Garrett's Harley-Davidson/Bell- backed Harley back into the pits.

About the same time Saddlemen/ Lancaster Harley-Davidson/Dodge Brothers-backed Dan Butler had a real scare, as his Harley let go right down the front straight. Butler was right in the middle of a seven-rider draft for the lead. Morehead, Terry Poovey and Steve Beattie were right behind him and were forced to scatter when Butler had to dive to the bottom of the track. Poovey proved to be the big loser here, as he lost touch with the lead pack.

"The whole time Butler was in front of me he was spraying me with oil, and that was kind of worrying me," the USC Racing/Arai/Hap Jones-backed Poovey said. "When he blew up, that's when the leaders got away, and I couldn't catch back up. When he (Butler) pulled off, I went one way and Morehead went on the outside, and I about hit him. I had to back off. That's when they got away from me."

Corbin Racing/Harley-Davidson Cycle Center of Waterloo's King, Eaken Racing/Yuasa/Battery Tender's Will Davis and Bartels Harley-Davidson/ Real McCoy's Springsteen were

engaged in a tight race for the lead. For a short time it appeared as though the three leaders would pull away, but Morehead methodically closed the gap. Willie McCoy pushed his Harley-Davidson of Dallas/Eagle Security into the lead draft, before also pulling to the sidelines.

"I don't know if the track got better or my tire got better, but I worked my way right up there," McCoy said. "I caught the lead pack, then the bike backfired down the straight. I didn't know what it was, but I didn't want to take any chances, so I just pulled off. I wish I could have kept on going, but that's the only motorcycle I have. I didn't want to tear something up and not be ready for next week. I'm thinking maybe it's just dirt in the carburetor. It did it a few times earlier, and it kind of scared me down the front straight. I didn't want to blow a motor and spray oil everywhere or have someone hit me and cause an accident, so I just pulled off."

About this time, Beattie showed the muscle of his Stylemaster Custom Motorcycles-backed Harley and moved into fourth.

"I caught right up with the leaders and was in fourth for a little while," Beattie said. "I realized I had a shot at a podium finish and maybe even some of that lap money, but I got a little excited, messed up and slipped back."

With five laps to go, the lead draft contained Springsteen, King, Morehead, Davis, Poovey, Beattie and Saddlemen/Bartels Harley-Davidson's Shaun Russell. Then Davis slipped just off the pace, leaving Springsteen, King and Morehead fighting over the lead.

"We led a couple of laps in the first half, and I thought we led a couple in the second, but they say we didn't," Davis said. "There at the end, I just couldn't get hooked up. Couldn't get hooked up off the corners. We were just spinning the tire."

Last-lap strategy quickly took shape.

"King passed me going into turn one, and I dropped back and followed him down the back straight," Morehead said. "I was just hoping that no one would stuff it under us. I tried to hold a line where they would have to roll around the outside of us. I stayed real tight on Rich's rear wheel when we entered (the corner) and all the way through it. If someone did come around on the outside, I didn't want them coming down on top of us. I figured I could get a run on Rich and hopefully beat him to the finish line. He was down the middle of the race track. I couldn't decide inside or outside. I decided, 'Hell with it, I'm going to the inside.' I've seen more races won on the inside than the outside."

Springsteen was also right in place for the thrilling photo finish.

"Morehead got me going into one and I couldn't get back by him down the back straight," Springsteen said. "I thought if I got by one of them, I'd have a good chance of winning. Then I got the draft off both of them and slingshot to the outside. I thought I won, but I don't know. The whole race I felt like I was right where I wanted to be, I just hung right with them and stayed there as long as I could. In the second half, I turned the wick up a little more, but so did everyone else. I thought it was just me, Rich and Will, then all of a sudden here's Morehead in there too."

King was also in contention. He had been making good time in the corners for the entire distance.

"The bike was handling great," King said. "I was getting through the corners really good. On the last lap, I felt that if I couldn't be in second, down in turns three and four, I didn't want to take the chance of being in third. I knew I couldn't win it from third. I could have won it from second or I had to be leading. I was second on the back straight, and I was afraid someone was going to draft up on me, so I went ahead and took a late draft and went to the lead. I thought, 'Boy, now's the time to cut a perfect corner.' I cut it awful good. I didn't think they could get me by the line, but they did."

The win went to Morehead over Springsteen and King, leaving Davis just off the pace.

"We were right there, I just couldn't get in that draft," Davis said. "I don't know if we made a wrong gear choice. We put a lot of gear on it, to get off that last corner," Davis said. "I'm happy. We wanted to win it, but we're glad to see Morehead win it."

Morehead's trip to the front was methodical.

"I thought I was going to be in trouble on the gearing, because early on when I was coming through the back, the guys I was racing with were getting sideways off the corners and it was slowing my momentum down, and I didn't have any acceleration," Morehead said. "The closer you get to the front, those boys roll it through the corners a little faster, and then my gearing came into play. When you get with King, Davis and Springsteen, those guys are rolling it through the corners fast enough on the exit speed that it didn't screw up my run up so that I could carry my momentum on down to the other end."

Beattie was shadowed by Russell, while Dale Jenneman pushed his Harley-Davidson Central/Frontier Harley-Davidson past Powell Racing/Sunoco Racing's J.R. Schnabel on the last lap for eighth place.

"We were just a little shy, we're getting closer," Jenneman said. "We've still got a little more to gain, but we're going through a process. We just can't put one together like Tommy Cummings or Dennis Towne, but we're getting a lot closer. This should really help. All the R&D we've been doing really costs money and doesn't make much. I think there is something wrong with the swingarm. Just past the halfway point it started bouncing around. I'm not sure where the problem is." **CN**

(Above) After 15 laps, the race was yellow-flagged and the riders were able to pit for adjustments. The competitors then restarted in a carlike rolling start to complete the last 15 laps.
(Right, left to right) Crazy from the heat: Tough old guys King, Morehead and Springsteen enjoy the spoils of the podium in the merciless Du Quoin heat.

DuQuoin State Fairgrounds
DuQuoin, Illinois
Results: July 25, 1999

HEAT 1 (Five laps; seven riders, top five transfer): 1. Chris Carr (H-D); 2. Jay Springsteen (H-D); 3. Steve Morehead (H-D); 4. Shaun Russell (H-D); 5. Willie McCoy (H-D); 6. Chris Evans (H-D); 7. Paul Lynch (H-D).
Time: 3 min., 02.013 sec.

HEAT 2 (Five laps; seven riders, top five transfer): 1. Will Davis (H-D); 2. Joe Kopp (H-D); 3. Dan Butler (H-D); 4. Steve Beattie (H-D); 5. Nicky Hayden (H-D); 6. Brian Kromroy (H-D); Joey Brock (H-D).
Time: 3 min., 01.119 sec.

HEAT 3 (5 laps; 7 riders, top 5 transfer): 1. Rich King (H-D); 2. Dan Stanley (H-D); 3. Terry Poovey (Hon); 4. J.R. Schnabel (H-D); 5. Dale Jenneman (H-D); 6. Paul Morgan III (H-D); 7. Devon Pritchard (H-D).
Time: 3 min., 03.027 sec.

SEMI 1 (Five laps; six riders, top three transfer): 1. Chris Evans (H-D); 2. Devon Pritchard (H-D); 3. Joey Brock (H-D); 4. Paul Morgan III (H-D); 5. Brian Kromroy (H-D); 6. Paul Lynch (H-D).
Time: 3 min., 07.171 sec.

30-MILER MAIN EVENT (30 laps; 18 riders): 1. Steve Morehead (H-D); 2. Jay Springsteen (H-D); 3. Rich King (H-D); 4. Will Davis (H-D); 5. Terry Poovey (Hon); 6. Steve Beattie (H-D); 7. Shaun Russell (H-D); 8. Dale Jenneman (H-D); 9. J.R. Schnabel (H-D); 10. Willie McCoy (H-D); 11. Dan Butler (H-D); 12. Devon Pritchard (H-D); 13. Nicky Hayden (H-D); 14. Dan Stanley (H-D); 15. Chris Evans (H-D); 16. Chris Carr (H-D); 17. Joey Brock (H-D); 18. Joe Kopp (H-D).

Briefly...

At the riders' meeting, IMDA race director **Dave Kiesow** announced that the lap money from the aborted Grand National would be added to the lap money for the 30-miler and paid out through the 30 laps. "We had a few lap sponsors drop out when we shortened the race, but most stayed on, and we have around $9000 in lap money," Kiesow said. Chris Carr led laps one through eight, and laps 11,12 and 14. Rich King led lap nine, laps 15-20 and lap 23. Jay Springsteen led laps 21-22, and 24-26. Steve Morehead led laps 29 and 30.

The race definitely marked **major payday** for the riders, and with the amount of money involved it's no wonder that some riders questioned their final positions. Morehead pocketed $9000 for first, with $6500 and $4000 going to Springsteen and King. The pay out continued down to $1500 for 18th.

Everyone fought the **oppressive heat** as well as the emotions of the weekend. "The heat really got me," Jay Springsteen said. "Two days of this really drained me down to nothing. "You don't notice the heat so much while you're riding, but as soon as you stop, it's almost unbearable. I've been laying up there in the air conditioning, and I'm still light headed. Joe (Bisha) just dropped after the pit stop." "I woke up, Davey (Watts) had me in a chair. I didn't know what happened," Bisha said.

"This is something, isn't it, the two oldest guys running one, two?" **Jay Springsteen** said. **Steve Morehead** added, "If they decide to run this as a 50-miler next year, maybe Springer and I should come back as a tag team. I think we'd be pretty tough."

After the race, winner **Steve Morehead** wanted to thank some of the people that have been helping his race program all season, and even longer than that. "I've been saying all year, that with Gary and Frank, we've got a great crew," Morehead said. "We just need some breaks. We can win these races. John Sheperd was here today. He's been helping me for so many years, and he's never seen me win a mile."

Rich King had mixed feelings when the day was through. "Steve Morehead has helped me out so much this year, with the transition over to Harley," King said. "He's really a good friend, and if I'm going to get beat, I'd just as soon get beat by him - although I do feel like I got second. If this was the first time this (camera failure) happened to me, it wouldn't bother me. When they're right, they show me and prove it to me. At Indy I thought I beat Joe Kopp and I didn't. I looked at the camera and they were right. But now I think I'm right and they won't show me, as of yet. I'm not saying that they won't show me, (but) they just haven't come up with it yet. It was a good ending to a bad weekend."

Before the heat races there was a memorial for Davey Camlin. Once again, **Dave Despain** led the dirt track family through a troubled time by expressing everyone's feelings, and providing encouragement on a very trying weekend.

Rounds 5/5: Du Quoin State Fairgrounds

AMA SUPERTRAPP SUPERTRACKER SERIES/HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES

Kopp, McCoy top Du Quoin

(Left) Joe Kopp (43) scored his third win of the AMA SuperTrapp SuperTracker Series at the Du Quoin Mile, holding off Steve Morehead (42) in a Suzuki sweep of the top six positions.
(Above) Willie McCoy made it three wins in a row in the Harley-Davidson Sportster Performance Series.

By Dave Hoenig
Photos by Flat Trak Fotos

DU QUOIN, IL, JULY 24

With the inaugural SuperTrapp SuperTracker Series reaching its halfway point on the Du Quoin State Fairgrounds' Magic Mile, Suzuki remains undefeated.

Dick's Suzuki/Dave Burks Motorsports' Joe Kopp kept the string alive by taking his third mile victory of the year and leading a six-rider Suzuki sweep of the top spots in the 12-rider main event.

Two heats trimmed the 14 entries down to a 12-rider main event. Wolf Racing/Suburban H-D-backed Bob Buffington grabbed the lead of the first heat on his Suzuki, but was quickly reeled in by the Team Powell/Hall's Motorsports and the KK Motorcycle Supply/F&S Suzuki-backed Suzukis of J.R. Schnabel and Steve Morehead. Schnabel led the six-lap race for five laps, but Morehead drafted by at the finish line for the win. Buffington held on for third over Jess Roeder, who was aboard the Suzuki of Ivan Carl. Brett Landes continued to have teething problems with his R.J. Polaris & Victory/James Landes-backed Honda, and finished fifth. Sixth went to Art Skaggs/B&B Racing's Joey Brock.

Kopp led heat two from the start and pulled away from early challengers in the form of White's Harley-Davidson/M&S Suzuki's Roy Miller and Rogers/Lake Racing's Gary Rogers, with Rogers pulling into a solid second as Roy Miller slipped back into a battle with Rob Miller and his Howell's Harley-Davidson/Finish Line Tech/Saddlemen-backed Harley.

Scott Deubler was leading a tight battle for fifth on his new Cheney-framed Yamaha. The Total Performance Racers/Topeka Harley-Davidson-backed Deubler had his race come to a premature end when he inadvertently hit the kill switch. Widman Buell/Jim Wagner-backed Brian Kromroy took his Buell to fifth over the Modesto Harley-Davidson/SuperTrapp Harley of Michelle DiSalvo.

When the 12-lap main event took off, Kopp led Buffington and Morehead into turn one. At the end of one lap, Morehead and Rogers had dropped Buffington to fourth, and Schnabel was on the move after a poor start.

Kopp and Morehead pulled to a commanding lead. Kopp was able to fend off most of Morehead's advances. The veteran did briefly take the lead on lap nine, but Kopp quickly retook it.

Back in the pack, Schnabel had taken third from Rogers, but had little hope of catching the fleeing leaders. On the last lap, as Morehead tried to draft by Kopp, Rogers put one last charge on Schnabel. Both attempts would come up short.

Roy Miller got by Buffington for fifth. DiSalvo finished seventh, one lap down to the Suzuki parade on her Harley.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

DPC Racing/Bikers Choice's Willie McCoy is on a roll. The Texan finished his third consecutive HDSP main event with a big lead, proving that he was the cream of the Sportster crop on a day at Du Quoin that saw no less than 30 entries.

Three 10-rider heats would send the top six riders from the two fastest heats and five from the slowest into the main event.

McCoy blasted to a huge lead in the first heat over Gutterridge Harley-Davidson's Scott Stump and Dale's Harley-Davidson's James Hart. Hart took second from Stump, but was soon under fire from his neighbor Paul Morgan, who was making a rare appearance aboard a Moroney's Harley-Davidson/1-800-FASTHOG Sportster. Morgan wrestled second away from Hart, while Mitchell's Modesto Harley-Davidson's Nate Wait worked his way around Stump for fourth. Team 1-800-FASTHOG/Moroney's Harley-Davidson's Joe Eades grabbed the last transfer spot.

The second heat was equally dominated by Miller Electric/Bartel's Harley-Davidson's Shaun Russell. The Real McCoy's/Japan Company-backed Yuhiko Hirao held second early before giving way to Skip Fordyce's Billy Martin, who also pulled away leaving Brian Kromroy, Michelle DiSalvo, Hirao, Joe Duvall and Donnie Steward all fighting over four qualifying spots. Modesto Harley-Davidson's DiSalvo grabbed third over Widman Harley-Davidson's Kromroy, Hirao and Joe Duvall Racing's Duvall.

Defending series champion Jess Roeder, making just his second ride of the year, pushed his Las Vegas Harley-Davidson/Roeder Harley-Davidson mount past early leader Al Eadie. Team 1-800-FASTHOG/Moroney's Harley-Davidson's Tim Eades held third, but JMK Pro Racing/Howell's Harley-Davidson's Rob Miller worked his way up from a slow start to a closing second. Eadie was a distant third on his Illinois Harley-Davidson-backed ride. BF/LFA/Michigan Harley-Davidson Dealers backed-Paul Bergstrom was a lonely fourth. Tim Eades, John Faulkner and Tim Lorge battled over the last transfer spot, with Eades taking it.

Last year's champion-turned-road racer Roeder led the main into turn one over Russell, but the race quickly turned into a four-rider dogfight. McCoy led the first lap, with Roeder, Morgan and Russell giving chase. Roeder was the first to slip off the blistering pace. McCoy and Russell exchanged the lead several times as they pulled away from Morgan. Suddenly, at the end of lap seven, Russell's hand shot into the air and he coasted to a stop in turn two.

The top three positions were then set, but the remainder of the field was packed tight, as Rob Miller held a narrow advantage over Bergstrom, Eadie, Wait, Hart and Stump. Eadie horsepowered his way into fourth in the closing laps, with Miller, Bergstrom, Wait, Hart and Stump right behind him. A post-race inspection found Eadie's engine to be oversized, however, and he was stripped of his fourth-place finish, moving everyone up one spot.

McCoy's dominating performance gives him a 21-point lead over Russell, with Rogers dropping to 32 points back after suffering motor problems in his heat. Rob Miller and Martin round out the top five in points. CN

Du Quoin State Fairgrounds
Du Quoin, Illinois
Results: July 24, 1999 (Rounds 5/5 of 10/10)

SuperTrapp SuperTracker

HEAT 1 (Six laps; seven riders, top six transfer): 1. Steve Morehead (Suz); 2. J.R. Schnabel (Suz); 3. Bob Buffington (Suz); 4. Jess Roeder (Suz); 5. Brett Landes (Hon); 6. Joey Brock (H-D); 7. Mike Hacker (H-D).
Time: 3 min., 47.676 sec.

HEAT 2 (Six laps; seven riders, top six transfer): 1. Joe Kopp (Suz); 2. Gary Rogers (Suz); 3. Roy Miller (Suz); 4. Rob Miller (H-D); 5. Brian Kromroy (Bue); 6. Michelle DiSalvo (H-D); 7. Scott Deubler (Yam).
Time: 3 min., 45.803 sec.

SUPERTRAPP SUPERTRACKER NATIONAL (12 laps; 12 riders): 1. Joe Kopp (Suz); 2. Steve Morehead (Suz); 3. J.R. Schnabel (Suz); 4. Gary Rogers (Suz); 5. Roy Miller (Suz); 6. Bob Buffington (Suz); 7. Michelle DiSalvo (H-D); 8. Brian Kromroy (Bue); 9. Rob Miller (H-D); 10. Brett Landes (Hon); 11. Joey Brock (H-D); 12. Jess Roeder (Suz).
Time: 7 min., 20.156 sec.

SUPERTRAPP SUPERTRACKER SERIES POINTS STANDINGS (After 5 of 10 events): 1. Joe Kopp (99/3 wins); 2. Steve Morehead (90/1); 3. J.R. Schnabel (86/1); 4. (TIE) Brett Landes/Brian Kromroy (64); 6. Rob Miller (53); 7. Mike Hacker (51); 8. Bob Buffington (46); 9. Gary Rogers (38); 10. (TIE) Joey Brock/Roy Miller (36); 13. Scott Deubler (25); 14. Michelle DiSalvo (12); 15. (TIE) Ivan Carl/Scott Stump (10); 17. Larry Pegram (8); 18. Jess Roeder (7).

Harley-Davidson Sportster Performance

HEAT 1 (Six laps; 10 riders, top six transfer): 1. Willie McCoy; 2. Paul Morgan III; 3. James Hart; 4. Nate Wait; 5. Scott Stump; 6. Joe Eades; 7. Donald Paul; 8. John Clark; 9. Kyle Long; 10. Roger Lee Hayden.
Time: 3 min., 51.409 sec.

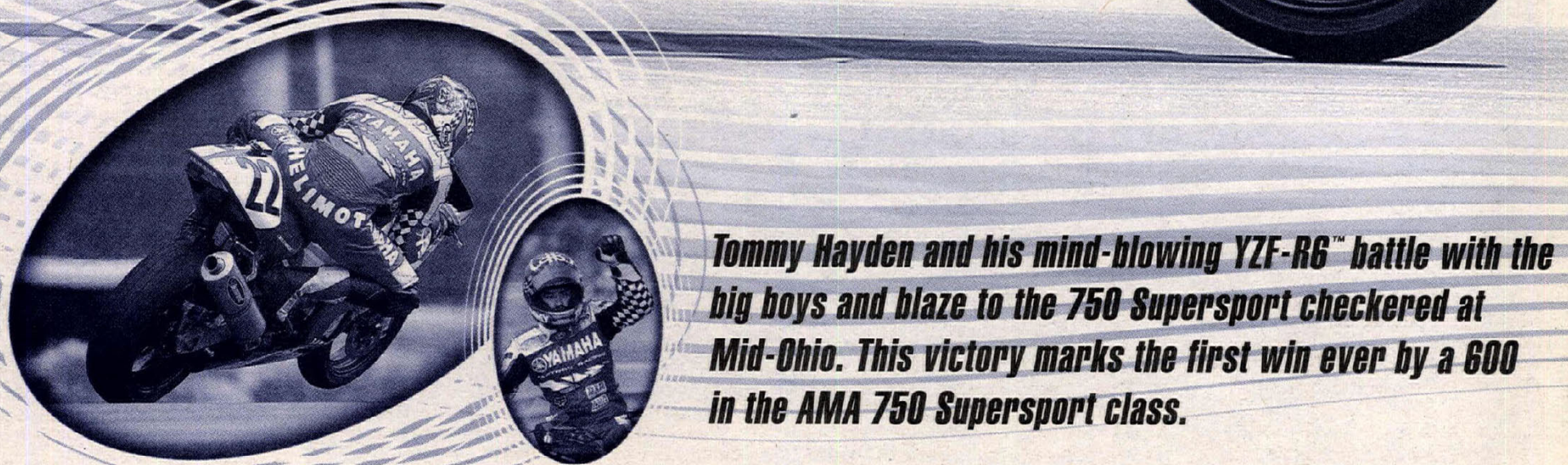
HEAT 2 (Six laps; 10 riders, top six transfer): 1. Shaun Russell; 2. Billy Martin; 3. Michelle Disalvo; 4. Brian Kromroy; 5. Yuhiko Hirao; 6. Joe Duvall; 7. Donnie Steward; 8. Jeff Hiers; 9. Gerry Booher; 10. Victor McAnally.
Time: 3 min., 53.603 sec.

HEAT 3 (Six laps; 10 riders, top five transfer): 1. Jess Roeder; 2. Rob Miller; 3. Al Eadie; 4. Paul Bergstrom; 5. Tim Eades; 6. John Faulkner II; 7. Tim Lorge; 8. Mark Witham; 9. Gary Rogers; 10. Kevin Hilbert.
Time: 3 min., 53.968 sec.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Willie McCoy; 2. Paul Morgan III; 3. Jess Roeder; 4. Rob Miller; 5. Paul Bergstrom; 6. Nate Wait; 7. James Hart; 8. Scott Stump; 9. Billy Martin; 10. Tim Eades; 11. Joe Eades; 12. Brian Kromroy; 13. Yuhiko Hirao; 14. Joe Duvall; 15. Shaun Russell; 16. Michelle DiSalvo.
Time: 7 min., 40.341 sec.

AMA HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 7 of 15 rounds): 1. Willie McCoy (132/3 wins); 2. Shaun Russell (111/1); 3. Gary Rogers (100/2); 4. Rob Miller (84); 5. Billy Martin (76); 6. Nate Wait (69); 7. James Hart (60); 8. Paul Bergstrom (57); 9. Brian Kromroy (55); 10. (TIE) Tim Eades/Scott Stump (41); 12. Jess Roeder (39/1); 13. Joe Eades (36); 14. Paul Morgan III (34); 15. Michelle DiSalvo (33); 16. Yuhiko Hirao (30); 17. George Richtmeyer (26); 18. Jason Fletcher (24); 19. Paul Normandin (22); 20. J.R. Schnabel (19).

Class Warfare: Advantage R6.



Tommy Hayden and his mind-blowing YZF-R6™ battle with the big boys and blaze to the 750 Supersport checkered at Mid-Ohio. This victory marks the first win ever by a 600 in the AMA 750 Supersport class.

DUNLOP YAMALUBE FACTORY RACING D.I.D FOX AKRAPOVIC SHARKSKINZ RACING BODIES

YAMAHA

Professional rider depicted during closed-course event.

Better late than never

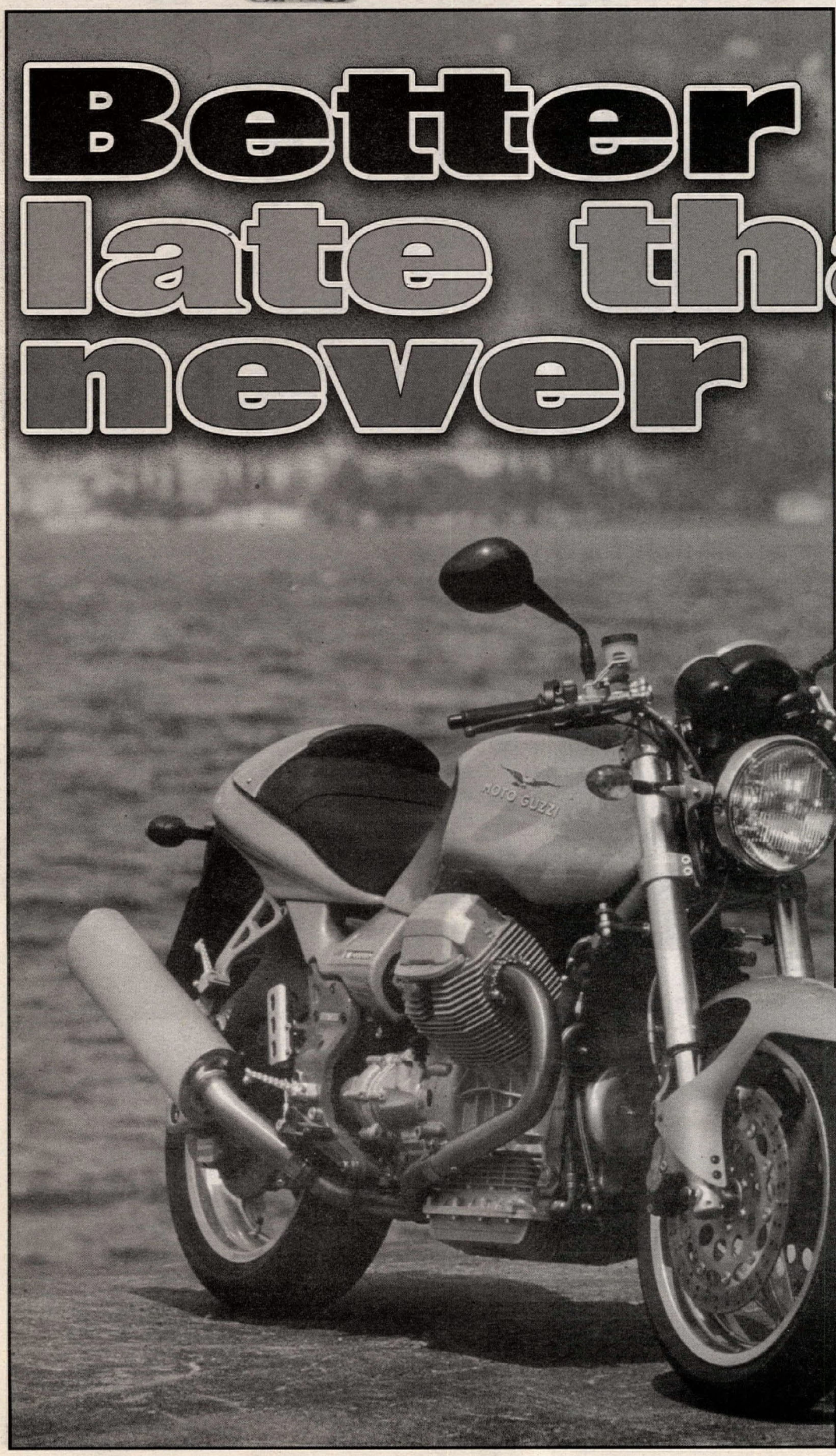
By Alan Cathcart
Photos by Kel Edge

Even by strung-out Latin standards, it's taken longer than usual to get the new Moto Guzzi V11 Sport into production. Originally launched at the 1997 Milan Show, alongside the far more complicated - and costly! - MV Agusta F4, which nevertheless beat it into production by what seems likely to be around five months, the new Guzzi classic sports model is rightly acclaimed as a step in the right direction for the historic company, which presently rivals Norton in deriving the least return from the most commercial potential in the whole world of motorcycling.

But only now, almost two years to the date that it was first displayed in public, is the V11 Sport about to make it to dealer showrooms around the world. It will be the first in a series of new models planned by the revitalized company's new management, and the North American investors who put them there (see sidebar). The unwarranted delay in its development was caused by previous managing director Oscar Cecchinato's decision to sideline R&D of the V11 engine's all-new six-speed transmission. He did so in favor of creating a range of Piaggio-powered Moto Guzzi scooters conceived in search of numbers - the same formula he followed in rescuing Aprilia from the brink of disaster. It means that Guzzi now has to make up for lost time in marketing a bike that was widely applauded at its Milan Show debut, both for its evocative styling and uprated engineering, especially the company's long-overdue six-speed gearbox - the first ever on a Moto Guzzi streetbike.

Was it worth waiting for? Well, a 100-mile spin around the hills surrounding Lake Como, on a launch test cut short by unseasonable thundershowers, provided only a taste of the new Guzzi's potential. Still, I managed to ride it hard enough for long enough on a variety of roads to be impressed with the step forward that the V11 represents compared to any pushrod V-twin Guzzi motorcycle made to date.

Yet in producing such a genuinely improved, relatively modern-feeling motorcycle, the irony is that noted Italian designer Luciano Marabese, the creator of previous Guzzi models like the Centauro, and who fashioned the V11's neo-classic styling while penning various benchmark designs in very different fields like cutlery, furniture and Piaggio scooters, has borrowed heavily from Guzzi's archives to conceive the V11 Sport. The green cycle parts and red frame are the giveaway, being the styling signature of Guzzi's first-ever performance V-twin sportbike, the V7 Sport, dating from 1971, which was both the com-



After a two-year delay, Moto Guzzi has finally come forth with a new generation of its transverse-mounted V-twin engine. The V11 Sport model is the first to show off the new six-speeder, which will be used in several models planned by the resuscitated company.

pany's and Italy's first ever 120 mph-plus motorcycle. Just 150 of the 'Sette in Vu, Telaio Rosso' were made, and as the previous owner of one, I know better than most what an underrated bike this was by the standards of the era. Don't make a similar mistake by underestimating the V11 Sport: this isn't just another facelift for the 1100 Sport it replaces, but a comprehensively improved product which gives new life to Guzzi's fuel-injected two-valve pushrod engine package.

Though detail improvements have been made to the 92 x 80mm 1064cc engine itself - including a revised combustion chamber with altered inlet porting and squish band, new piston shape with 9.5:1 compression, different exhaust pipe design, and altered mapping for the Marelli EFI - the key to the V11's increased riding appeal is the all-new six-speed transmission and hydraulic clutch. Both of these improvements are used for the first time ever on a Moto Guzzi model.

Borrowing heavily from Formula 1 racecar technology (but with a patent, applied for by Guzzi, to cover motorcycle use), the longitudinal cluster sits behind the engine, as before. But this time its new casing is a whopping 70mm/2.75 inches shorter than the old five-speeder, thanks to the innovative design which sees the use of two layshafts, and a single mainshaft. This more compact size not only allows the wheelbase to be shortened fractionally to 1471mm (while still putting more weight onto the front wheel to enhance braking and cornering grip), it also allows a 50mm longer drive shaft to be used. Thus the working angle of the twin CV joints in the shaft final drive has been reduced - for less wear and greater reliability.

That all sounds just fine on paper, but it's even better in practice.

For starters, changing gear is unbelievably crisp and quiet compared to the archaic transmission of any V-twin Moto Guzzi made to date, whose clunky changes marked your passage through a town by echoing off the walls of houses as the next gear went home. It was originally conceived for the three-wheeler delivery truck Guzzi designed for the transverse V-twin shaftie motor - 30 years ago. The new transmission couldn't be more different: there's still quite a long throw to the lever, but the change action is almost faultless, if a little slow, and clutchless upshifts are a cinch. Try doing that on an old five-speeder, and see how many times you get it wrong. Best of all, the neutral light doesn't lie to you - in fact, neutral is easy to find. So now you can let the clutch out in confidence at the green light, without stalling the motor. And when you do use it, the new two-plate dry clutch has a light and very progressive action, which, coupled with the bike's excellent turning circle, makes U-turns in tight places so easy. Both clutch and brake levers on the bike are adjustable, but a black mark goes to the loud ringing noise from the clutch when you pull the lever in - that needs fixing.

Still - that apart, the six-speeder is a palpable improvement which impacts your whole enjoyment of riding the V11, simply because you're not dreading making the next gearshift.

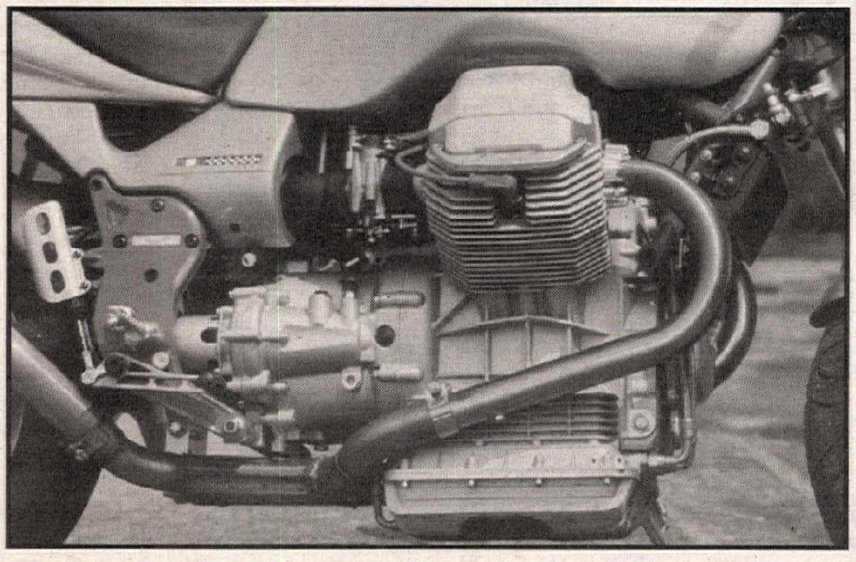
The shorter engine and Marabese's clean-sheet styling combine to deliver a modern riding stance quite unlike any other Guzzi model to date, even the Daytona. This comes from the clip-ons (adjustable for height and width), from Marabese's styling, and the spin-off chassis geometry, which sees the head angle for the 40mm Marzocchi upside-down fork reduced one degree, to 25 degrees.

The chassis is a revised version of Moto Guzzi's traditional box-section steel spine frame layout, which offers a seat height which at 32 inches is low enough for most riders to put both feet flat on the ground at rest. Some shorter testers have complained that the front of the seat is too wide, so Guzzi plans to narrow it before production begins in September. There's a choice of three colors - green, silver or black, all with a red frame. The expected retail price is in the neighborhood of $11,000.

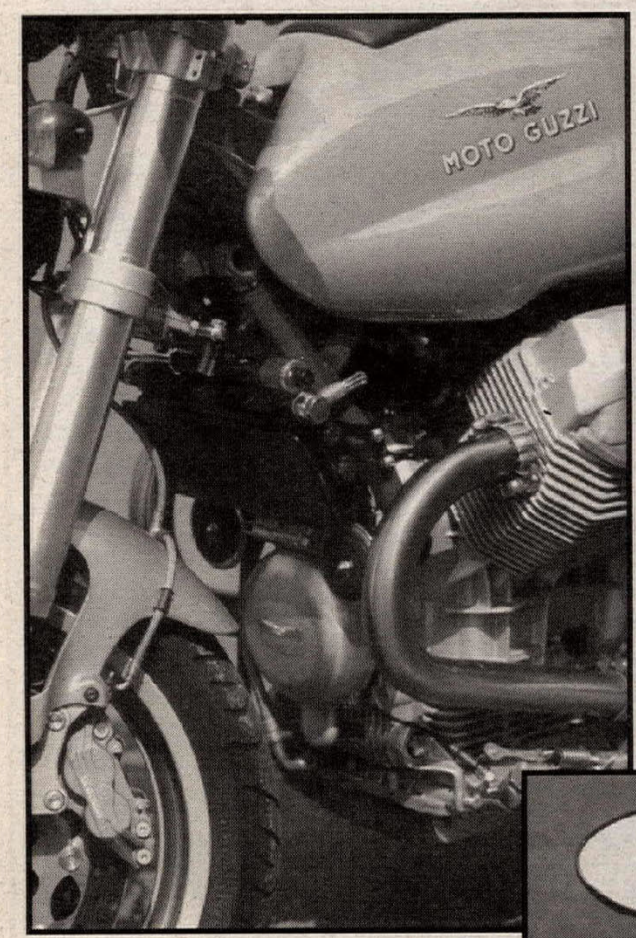
You feel a part of the bike when you step aboard, ensconced behind the shapely 5.72-gallon tank, which has a pad atop it like the V7 did, just in case you were going to wear a pudding-basin helmet to ride it, and wanted to get your chin down. Yeah, right.

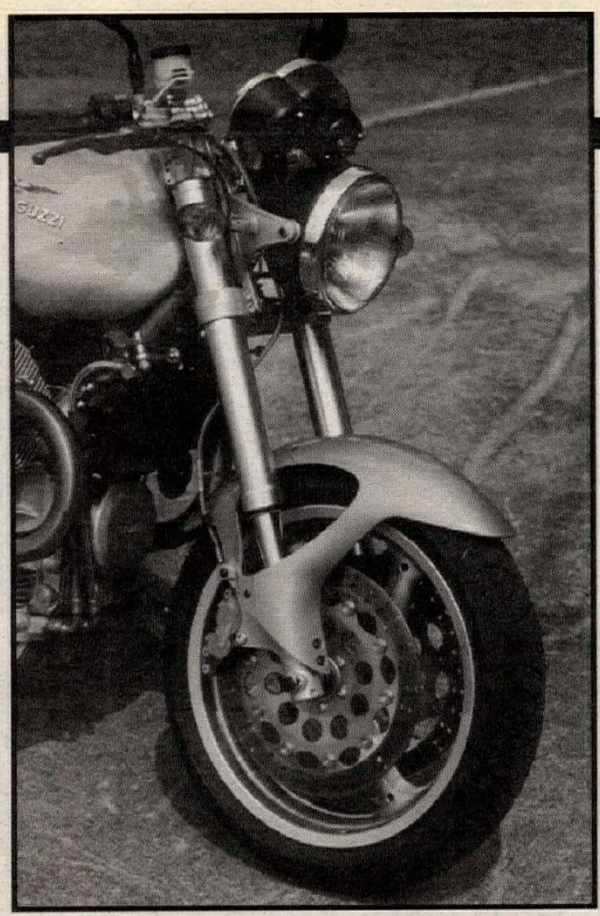
The tucked-in riding position doesn't mean a six-foot rider's knees must make friends with the jutting-out cylinders, as on many other Guzzi models, and all told you get the feeling this bike was produced by someone who actually rides a motorcycle everyday.

Ride comfort from the WP cantilever rear shock is surprisingly good, given that it needs a stiff spring and reduced 64mm travel to counter the effects of the shaft final drive. Certainly, it's once again the best I've sampled on any Moto Guzzi, and the fully adjustable shock will allow you to dial in the bike's setup at the rear, while at the front the Marzocchis offer compression-damping adjustment in the right leg, and rebound on the left. These are too softly sprung in stock guise, but might respond to adjustment; I didn't

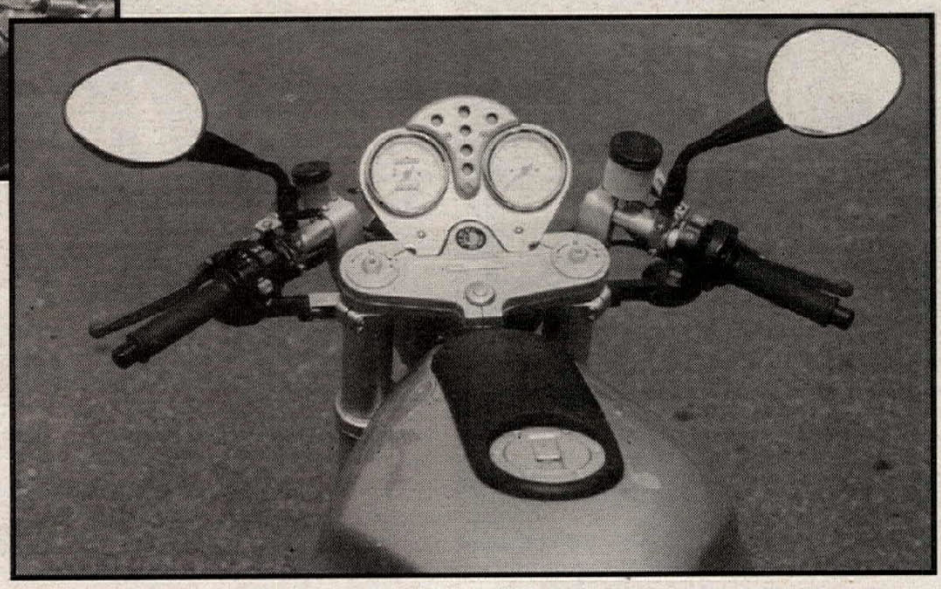


(Top) Although noting that it still vibrates more than he'd like, European editor Alan Cathcart praised the V11's technical improvements, describing the V11 as a cafe´ racer for the new millenium.
(Above) The 1064cc, fuel-injected, two-valves-per-cylinder motor incorporates Moto Guzzi character in a more compact package. The engine/transmission package is much shorter from front to back than was the old version.





(Left) The box-section chassis features revised geometry which sharpens the bike's handling considerably. (Right) The 320mm, four-piston front brakes lack initial bite but do an adequate job of slowing the 481-pound (dry) machine. (Below) The clip-on handlebars are a clue to the sport-inspired ergonomics, although 6-footers can find comfort on the V11.



have time to try before the deluge arrived, but a couple of weaves after hitting a bump as I was cranked hard over around a high-speed turn made me want to.

The revised steering geometry, including 92mm of trail, has really sharpened up the steering of the V11, which isn't nearly as ponderous as other Guzzis in the Mandello catalogue. Still, it's not yet in the league of a superbike. The standard steering damper that's located behind the lower triple clamp is nothing more than a marketing tool - completely unnecessary in practice. I had it backed right off for most of my ride, without any surprises, and tightening it up just a couple of clicks after my second big weave definitely heavied up the steering unduly. That'll be the first thing to come off the bike, if you buy one, especially after you've dialed in the fork settings. That's because the V11 is very stable around long, fast turns such as those that abound on the Sondrio superstrada, and when riding the bike you feel there are no surprises in store if you press on a little harder. It's reassuring.

It stops okay as well, though the big 320mm cast stainless Brembo discs and their four-pot calipers don't have quite as much initial bite as many will prefer. They work well enough at stopping a bike weighing 481 pounds dry - if you squeeze a little harder. No linked braking by the way - not on this Guzzi model.

Pavement grip from the Corsa-compound Pirelli Dragons was excellent, allowing improbable angles of lean that gave no ground clearance problems on the right, but showed that the California-derived custom sidestand scrapes too easily on the left side. Still - at least it works without committing suicide and snapping closed like on any Ducati, and it also at last has a Triumph-style ignition cutout as well.

Firing up the engine from rest on the V11 requires a touch of manual choke from cold (strange that this Marelli EFI doesn't have an auto-cold start, as on other versions), but it soon settles down to the distinctive rock 'n roll idle of a transverse V-twin with its lengthways crank. Too bad the Lafranconi oval exhaust cans are so quiet, but get it revving and there's a little more V-twin music up high, though by then you're holding on tight and have other things on your mind.

The V11 does pull very cleanly almost off idle with very little use of the clutch, and it's happy to run as low as 2000 rpm in fourth gear at 30 to 40 mph in a line of traffic. Then when you spot a gap it accelerates cleanly, if rather lumpily, towards the 2800 rpm mark, where everything smoothes out.

But at 3500 rpm a vibration starts - and that's easily the most disappointing aspect of riding the V11 Sport. You can only feel it through the handlebars - not through the seat or footpegs - and it does smooth out a little above 7000 rpm. It has a claimed peak power of 91 hp produced at 7800 rpm, a 9000 rpm rev-limiter and an extra kick of power over the last 2000 revs, though in practice not many owners will want to run a pushrod-engined big twin streetbike that high. But the vibration is at its worst around the 5000 rpm mark, which in sixth gear means you're travelling at about 75 mph, according to the very pretty and legible white-faced Veglia speedo (with the matching tacho, a modern version of the company's legendary classic products). Unfortunately, that means the vibrations are at their highest when you're at your most common cruising speed. They seem to come about because the front subframe, which carries the forks and thus the clip-ons, is bolted directly to the front of the engine, thus transmitting its vibration to your hands. It only does it under load, so you won't notice it while just cruising along on part-throttle. Guzzi is aware of the fault, and says they're working on a rubber-damped handlebar design for the production model.

Let's hope this does the job, because right now this is a major negative in riding a bike that has a really muscular feel at low and midrange rpm, thanks to the revised fuel injection mapping and other improvements to the engine. There's a dose of extra power around 4800 rpm, which delivers an extra rush of revs, but really this is such a flexible friend of a four-stroke big twin that you can honk it into almost any gear and leave it there until you have to thunder to a halt.

One thing you really notice is that the engine isn't as clattery and noisy as its predecessors. It sounds a lot more, well, modern, refined even - not a word you'd normally use about a pushrod Moto Guzzi engine. But this one is.

The only thing you need to watch out for on the engine with the V11 is the tendency to sit up in a turn when you get hard on the gas for the entry while still cranked over around a left hander. This can even develop into understeer if you close and open the throttle again very abruptly. A side effect of the instant pickup from the fuel-injected engine, this is either because of the shaft drive (though the Dr. John-inspired parallelogram rear linkage should erase that), or, more likely, the lengthways crank making its presence felt.

Though the steel flywheel has apparently had some weight trimmed from it (compared to the 1100 Sport), I'd still like to see an alloy flywheel fitted to the bike as standard. As well as reducing this gyroscopic effect, it would also give the engine an even zestier pickup and still more of a sporting allure. I've ridden pushrod Guzzi racers with this fitted, so I know it works. Maybe this is an item for the proposed V11 aftermarket catalog Guzzi is working on, featuring tuning parts and hardware, as well as clothing and lifestyle purchases.

A cynic would say that the V11 Sport is the bike that Moto Guzzi should have been building 10 years ago, and have thought about replacing with something more modern around about now. Well, it's true that the VA-10 engine project provides the seeds of the new bike's demise in a few years' time - but this is a company busy making up for lost time. In any case, that view ignores the ongoing demand from sportbike customers for yesterday once more, but in a modern context.

So just as Ducati rules the superbike roost with the 996 desmoquattro, but continues to satisfy this traditionalist market with the desmodue family headed by the 900SS, so is there a place in the future lineup of an equally illustrious marque such as Moto Guzzi, and for a bike like the V11 Sport, alongside the modern package that the VA-10 will surely represent.

But I can't help but disagree with Moto Guzzi management's decision to pitch the V11 Sport against the naked roadster mafia like the Ducati Monster M900, Triumph Speed Triple and Harley-Davidson Sportster, especially with the class performance stakes about to be raised by the arrival of the Suzuki TL1000S-engined Cagiva Raptor. Instead, the V11 is a modern cafe racer. Just because it lacks a half fairing doesn't mean it's not fit to be compared to bikes like the 900SS, BMW R1100S, the new Triumph Sprint RS or even the VTR1000, especially with the enhanced performance and improved rideability delivered by the uprated engine package and its six-speed gearbox.

The Moto Guzzi V11 Sport didn't miss its sell-by date before it was even launched. Instead, it's a cleverly concocted blend of old and new, which needs only detail improvements to be a landmark model for the born-again company.

Better late than never. CN

Moto Guzzi V11 Sport

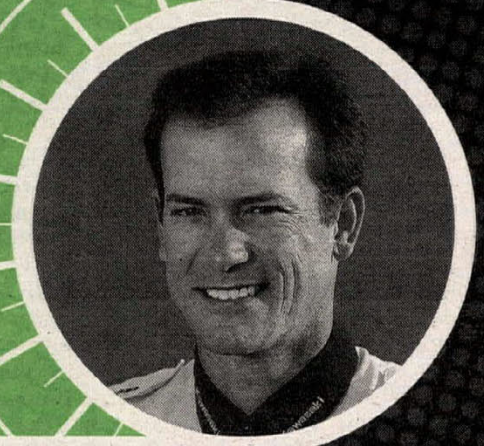
Specifications

Engine	4-stroke, air-cooled, two-valve
Configuration	90-degree V-twin
Capacity	1064cc
Bore x stroke	92 x80mm
Compression ratio	9.5:1
Horsepower	91 hp @7800 rpm
Carburetion	fuel-injected
Ignition	CDI
Clutch	twin-disc dry, hydraulic
Transmission	6-speed
Final drive	shaft-drive, ratio 11:32
Chassis	steel-rectangular box frame
Rake and trail	25 degrees, 92mm
Fuel capacity	5.72 gallons
Front suspension	40mm Marzocchi upside-down fork
Rear suspension	White Power
Front brake	320mm Brembo double disc with 4 pistons
Rear brake	282 mm Brembo single disc with 2 pistons
Front wheel	3.50 x 17 Brembo
Rear wheel	4.50 x 17 Brembo
Wheelbase	58.8 inches
Length	84.4 inches
Width	31.4 inches
Seat height	32 inches
Weight (dry)	481 pounds

WHO SAYS SUMMER RE-RUNS ARE BORING?

CHANDLER AND HIS NINJA® ZX-7R MAKE IT 2 STRAIGHT IN ROUND 10 OF THE AMA SUPERBIKE SERIES.

Thousands of race fans tuned in to watch Doug Chandler do it all over again. Just a month after he blasted the pack at Loudon, Chandler took the checkers at the Mid-Ohio Sports Car Course. He clearly had confidence in his bike as he rode smoothly over this difficult track. And with no time for commercial interruptions, Doug landed at the finish line 9 seconds before the rest. Just what you might expect from a 3 time AMA Superbike champ. Chandler's back to back means Kawasaki's definitely on a roll. So, don't touch that dial.



"The bike was running great from start to finish."

Doug Chandler
Team Muzzy/Kawasaki

DOUG CHANDLER

TEAM MUZZY/KAWASAKI

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Kawasaki MOTORSPORTS

HIERE

By Alan Cathcart
Photos by Kel Edge

They said it'd never happen - but it has: There are customers out there in a handful of countries, including Britain, who have just taken delivery of a new Norton motorcycle!

No, it's not a V8 megabike or chilled-out V-twin cruiser, which many hold to be at odds with the heritage of Britain's most historic marque, nor even a retro-replica modern classic, but a twin-cam street single, bearing a famous model name which recalls the 1950s roadgoing version of the legendary 500cc dohc Manx GP racer: the International 652.

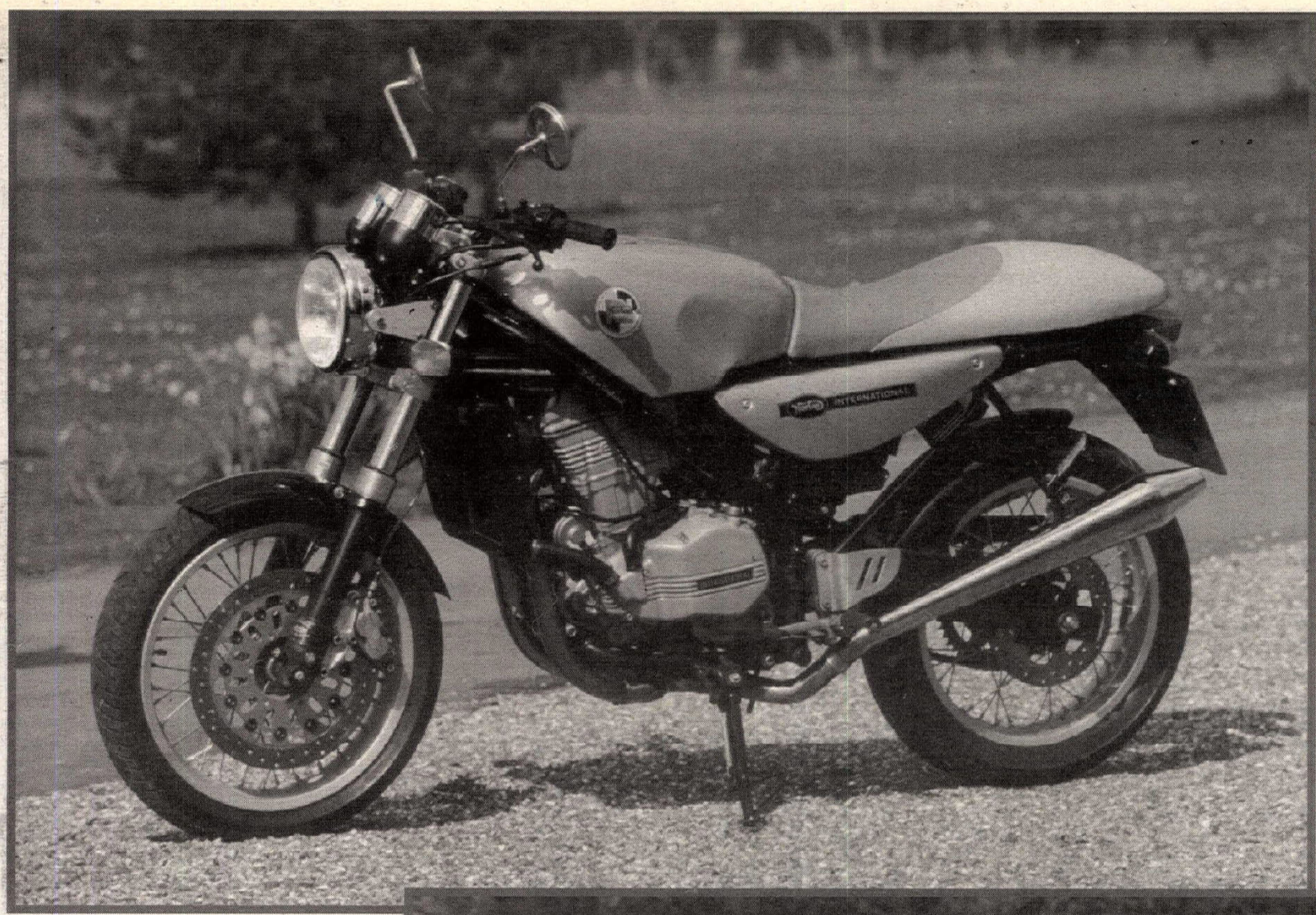
American-based Norton Motors International/NMI, holders of the Norton trademark in the UK and USA, continues to lag behind in delivering its promised 1500cc V8 Nemesis ultrabike to the market. And, in what can with the best will in the world only be deemed a smokescreen, NMI also speaks of the future arrival of a V-twin cruiser, 600 Supersport, desmo Supermono, pushrod V8 roadster and the kind of fuel-injected 750cc four-cylinder Superbike that Cagiva has just taken a full decade to develop properly and finally bring to market in the form of the MV Agusta F4. But a firm dose of reality has now been injected into the future of Britain's lost legend, with deliveries of the first production Nortons of any kind for over six years, and the first with poppet valves for more than a quarter century.

This has come about thanks to the other faction - German, rather than American - in today's multifaceted, multinational Norton family, with the completion of the first batch of BMW-powered customer Internationals by the owner of the Norton name in continental Europe, Norton Motors Deutschland/NMD's Joe Seifert. To add to the complexity, these bikes are in fact Made in England for NMD by Tigcraft, the world-leading Supermono specialists! Norton's leading worldwide distributor from the firm's rotary days, Seifert is regarded by many marque enthusiasts, even in Britain, as the custodian of traditional Norton engineering values. As a diehard enthusiast who has clocked up six-figure road mileage on classic Commando twins over the years, as well as a star rider in European Vintage races on his 1949 "Garden Gate" Manx, 44-year-old Seifert's credentials to resuscitate the Norton name are irreproachable. They also precede by some time NMI's competing attempts to do so. Well, maybe not "competing" - "parallel" might be a better term, says Seifert.

Although it took a lot of time and a little help from some friends in Germany, the Norton marque has finally retaken to the road in the form of the Norton 652 International.

"Building a 1500cc V8 monstrosity and daring to embellish it with the Norton name is tantamount to heresy," he declaims. "It's also senseless, because it diminishes the inherent value of the badge. You have to observe the truth of time, and develop a modern interpretation of the marque's traditional engineering architecture.

"John Bloor has recognized this by focusing on the modern Triumph triples and the forthcoming new Bonneville

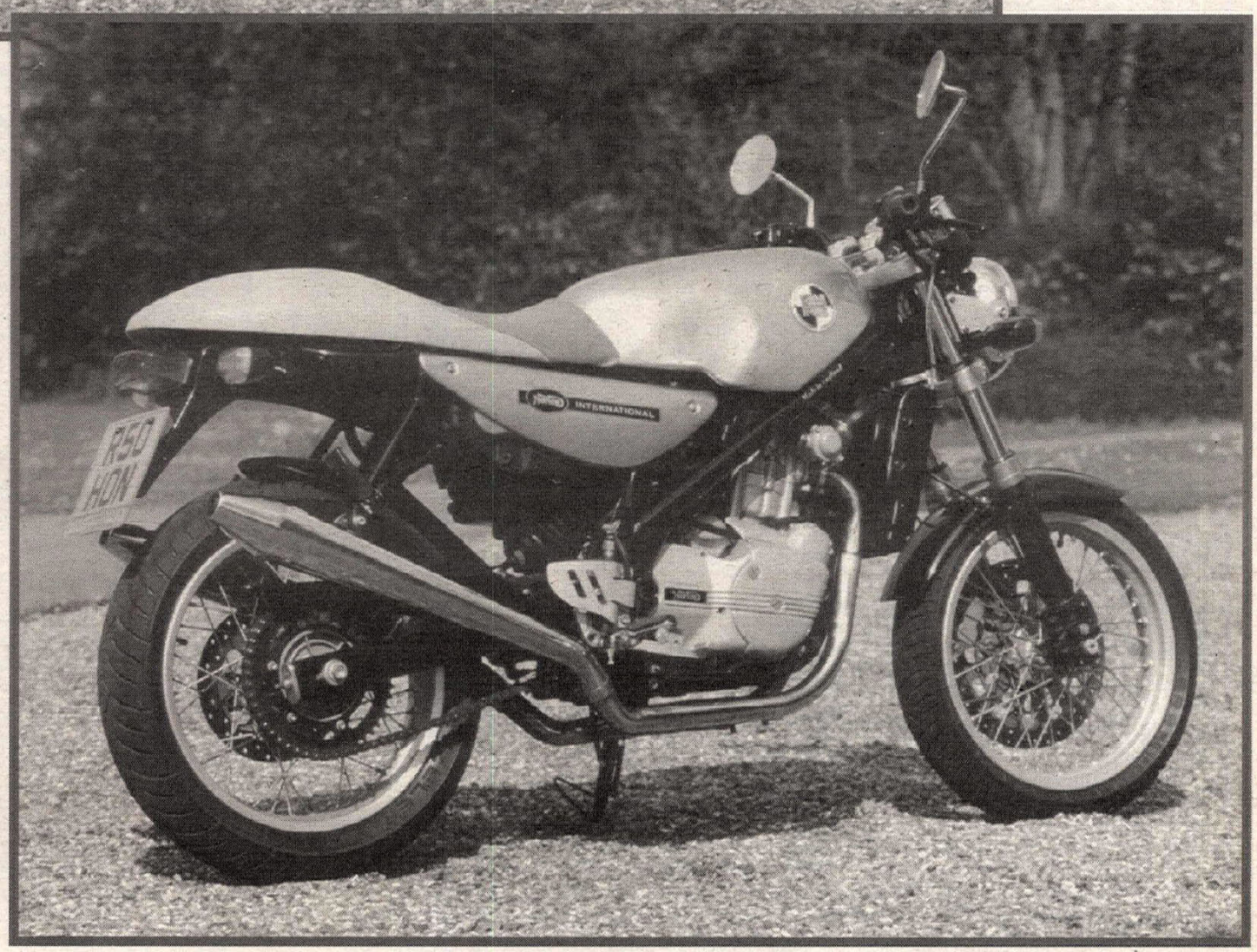


(Left) Form and function: The steel perimeter frame found on the International is comprised of 41mm tubes fashioned by British racing frame manufacturer Tigcraft. One of the highlights of the bike is the excellent pucker power afforded by the single 320mm front brake.
(Below) Shades of the Manx? Maybe, although the engine is the same as that used in the BMW F650 Funduro. Such cross-gendering wouldn't be the first time for Norton, who won the Isle of Man TT in 1907 with Peugeot power.

twin, as compared to his less successful fours, and what do you imagine people would have said if Tamburini had built a 1500cc V8 MV Agusta, instead of the 750cc F4? In Norton's case, this means twins and singles, and in order to keep the name afloat while we focus on sourcing our own parallel-twin engine in order to do a proper job of relaunching the marque in the next century, we have to use proprietary powerplants, as is now commonplace in the car world. But when they're as good as the BMW engine, this is no hardship. "

"Here's the keys to one of the first batch of 10 production Internationals - see if you don't agree!"

Pausing only to reflect that Aprilia and Bimota haven't exactly suffered over the years by buying engines from outside - just as Cagiva and Laverda are about to do, courtesy of the TL Suzuki V-twin family - and that Norton's first Isle of Man TT-winning bike back in 1907 was powered by a Peugeot engine, I took Seifert at his word and headed for home aboard the final version of the bike I first rode in prototype form exactly 18 months ago. Five days later, I was impressed enough to be reluctant to have to hand the Norton back to Tigcraft's Dave Pearce. It's not perfect, but it's loads of fun, with almost all the criticisms I had after riding the 652SM prototype back in 1997 addressed, and those that remain capable of correction. The result is a very capable sporting sin-



& NOW

Norton International 652

gle, which is a worthy bearer of such an illustrious badge.

Just slinging a leg over the Norton at rest unlocks the key to arguably the biggest improvement, because at 30 inches the seat height of the production International is a crucial one and a half inches lower than the first time around, and not only is the seat itself far better looking than the plank-like prototype preceding it, it's also properly shaped. This means you don't require a ladder so much to climb aboard anymore, though the need to use the F650 BMW's airbox for homologation reasons still means the Norton is quite a tall bike, just no longer excessively so.

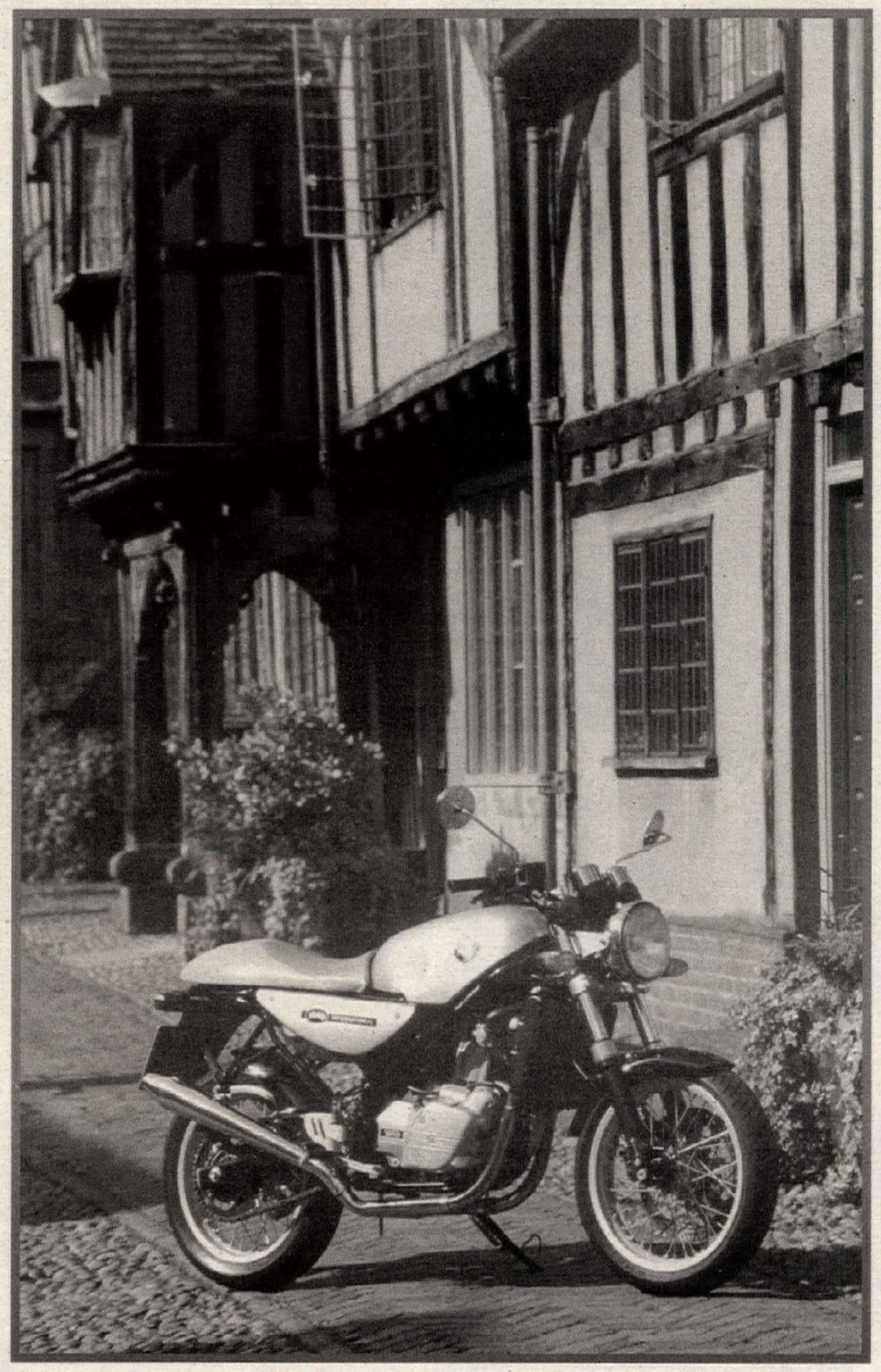
The narrower seat now allows you to grip the fuel tank properly with your knees - a tank whose shape says "Dominator," just as the twin Toga-made exhaust silencers shout "Commando," until you hear them whittering occasionally on the overrun, when the call changes to "Goldie!"

The more close-coupled stance combined with the slightly lower footrests and narrow, quite flat handlebars (sourced from the MZ 125/250 parts bin!) which replace the prototype's clipons helps make you feel a part of the bike - essential in terms of single satisfaction, and adding to the impression of a lean, compact, sweet-steering motorcycle.

The distinctive MMB clocks made for Seifert in eastern Germany are very clear and easy to read, but the most positive Teutonic influence on the Norton's comportment isn't even the BMW engine, but the outstanding 320mm cast-iron single front disc specially made for NMD in Germany. Gripped by Brembo's latest-spec four-pot caliper and mounted on an F650 hub assembly but with a 17-inch wire wheel fitted to replace the stock 18-incher, this is arguably the best street brake I've sampled in the past five years, ever since Brembo stopped making cast-iron discs themselves.

The Norton's setup reminds you what a shame that was. The single rotor delivers magical stopping power on a bike weighing 338.8 pounds half-dry (with oil/water, no fuel) when you squeeze hard, but always in a firm, yet progressive way. There's no snatch, just immediate response that you can modulate as you like according to the lever pressure, without having to wait for the disc to heat up and start working, as is the case with so many stainless steel setups. I also had occasion to discover how well it also works in the rain - springtime, in Britain! Plus, having the power of a pair of steel discs from a single cast-iron one means a reduction in unsprung weight and gyroscopic forces by not having to double up, benefiting the steering and front suspension, in turn.

In lowered guise the International's frame design still resembles a modern interpretation of Norton's legendary Featherbed, even if in fact it's closely based on the Tigcraft race chassis which pack Supermono grids around the world. The tubular steel perimeter design uses large-diameter 41mm tubes which double as the oil tank for the 652cc dry-sump engine, manufactured by Rotax in Austria exclusively for BMW, and thus quite different from any of their other proprietary four-valve single motors. The 43mm Paioli forks are specially made to NMD spec's and emblazoned with the legendary Roadholder trademark, replace the 41mm Showas purloined for the prototype from a CBR600. With 20 clicks of adjustment for rebound and compression damping, the Paiolis do a good job of maximizing the benefits of the Norton's balanced chassis geometry, with its 25-degree head angle and 94mm of trail. What seems like quick, direct steering never becomes nervous, and though it might have been nice to have some preload adjustment to back off what seemed like a slightly stiff setup, the forks are quite compliant and eat up pretty large bumps in their stride. Like its Featherbed-framed forebears, the born-again International goes where you point it, and stays there.



Less successful, though, is the rear suspension, which is definitely oversprung for solo use - might be okay two-up, but though there's provision for a passenger, I reckon that'll only be for the ride home when you get lucky at the pub! The Koni shock is fully adjustable, but even backing off the preload to minimum leaves the Norton's rear wheel skipping in the air over bumps, in a passable imitation of a period twin-shock rear end. Sorry, but this is taking historical authenticity too far. And anyway, the lack of compliance completely robs you of the chance to take advantage of Tigcraft's progressive rear suspension link, same as fitted to their racebikes, which as I know from both testing them and racing against them, plays a big part in making Dave Pearce's Supermono frames so effective. Though the flat-sided 70x35 mm oval-section steel swingarm replacing the original box-section rear end gives good feedback, it turns out that the Koni is sprung for a 407-pound CBR600F3, not a single weighing 60 pounds less. That says it all, really, and Norton customers would be in order to check that the shock is set up right on delivery.

However, in normal everyday use this mainly affects ride quality rather than handling, especially employing the kind of relaxed riding style the Inter encourages. Dave Pearce has rightly reduced rim sizes to 2.50 inches front and 3.00 inches rear, both now 17-inchers shod with Metzeler ME1 rubber, well suited to a bike like this.

"People make the mistake of overtyring their Singles," he says, "and this deprives the handling of much of the agility and lightness such bikes ought to have."

Not here. The 55.2-inch wheelbase is short enough to help make the Norton nimble; the steering extremely neutral and direct. It changes direction from side to side so easily, and all-in-all this is one of those sweet-handling motorcycles that embodies the spirit of biking at its best.

As such, speed isn't really an issue, though I was a little surprised to find ton-up travelling (100 mph or more) out of reach. The bike's happiest running between 4000 and 7000 rpm - below that and it hunts a little, till it starts to pull hard when you hit the four-grand mark. But 95 mph with the tacho needle locked on the 7000 rpm mark was as fast as the Norton felt like going. Even coaxing it up to the 7500 rpm rev limiter, accompanied by the only noteworthy vibration the smooth-action single delivered, wasn't an option.

Remembering that the prototype I sampled 18 months ago felt just as accelerative but didn't run out of breath up high, this seemed strange, but it's not just because of this that I reckon the Norton's undergeared. Even cruising at 70 mph in top, I kept finding myself groping for a non-existent sixth gear. Checking my records on return to home base, I found out why. The production International I was riding had the stock 16/47 gearing of the F650 Funduro, whereas the '97 prototype carried 17/46 - a big difference.

Since riding the Norton, with my ensuing complaints, it turns out the customer bikes will now be retro-fitted with 17-tooth engine sprockets. Good move, Joe - now, about that rear spring!

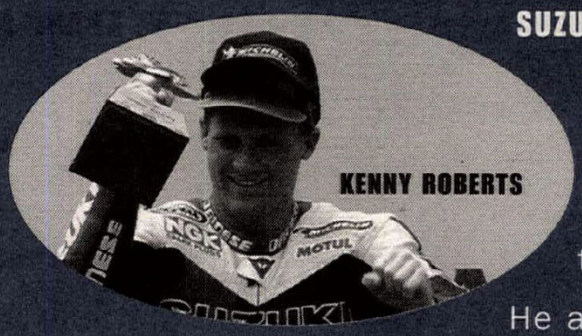
Swinging through narrow country lanes in spring sunshine - along the very roads on which as a kid I used to encounter Meriden tester Percy Tait, trying out the handling of the latest Triumph twin en route to the farm in the next village where he lived underlined how well Tigcraft's expertise in chassis packaging has not only recreated Norton's legendary handling qualities, but has also allowed BMW's benchmark four-stroke single motor of the modern era to finally achieve its true street potential as a sportbike.

I'm not saying BMW couldn't have built a bike like this with the F650 motor if they'd wanted to, but the fact is they haven't, and the flawed Bimota BB1 with its awful vibration only showed how *not* to do it. By contrast, the almost 33,000 miles of testing clocked up by the NMD prototype has refined the Norton International into a textbook example of how to build a classic single in a modern context. No wonder Joe Seifert has orders for it from around the world at the $7972 list price (including a 15-percent tax in Germany), and no wonder, either, that BMW's top executives were quite impressed by the Norton when they rode the pre-production prototype at their secret test track last October.

Making a pilgrimage to park up this British motorcycle with a German engine outside the BMW-owned Rover Group's World HQ in Warwick may only have been a cheeky way of underlining what could or should, rather than what will, happen to Norton. But a company that's made such a success of bringing Norton's exact four-wheeled counterpart, MG, back from the dead in the past five years, has to be a prime candidate for performing the same trick on two wheels. Seifert insists no such discussions are presently afoot, but admits he is locked in negotiation with an established British company for volume manufacture of the International single, as well as other future models, including a twin!

Norton's comeback is finally under way. And this, the bike that's physically here and ready to buy now, is the proof. CN

SUZUKI HAS ALWAYS HAD QUITE A FOLLOWING, BUT 31 LAPS IS RIDICULOUS.



SUZUKI'S KENNY ROBERTS LED FROM START TO FINISH WINNING THE 500CC GERMAN GRAND PRIX.

The man dubbed "American Express" proved quite literally what it means to be a leader. With his Suzuki RGV500, Roberts led from pole position to finish line in a 31-lap, 67-mile game of 'follow the leader.' Roberts impressively controlled the pace from the front and fought off an onslaught from the world's top riders. He and his superb-handling Suzuki were up to the test and made Round 9 their third victory of the year. If you too are more interested in leading than following, visit your local Suzuki dealer. After all, it's something we've been doing for years.

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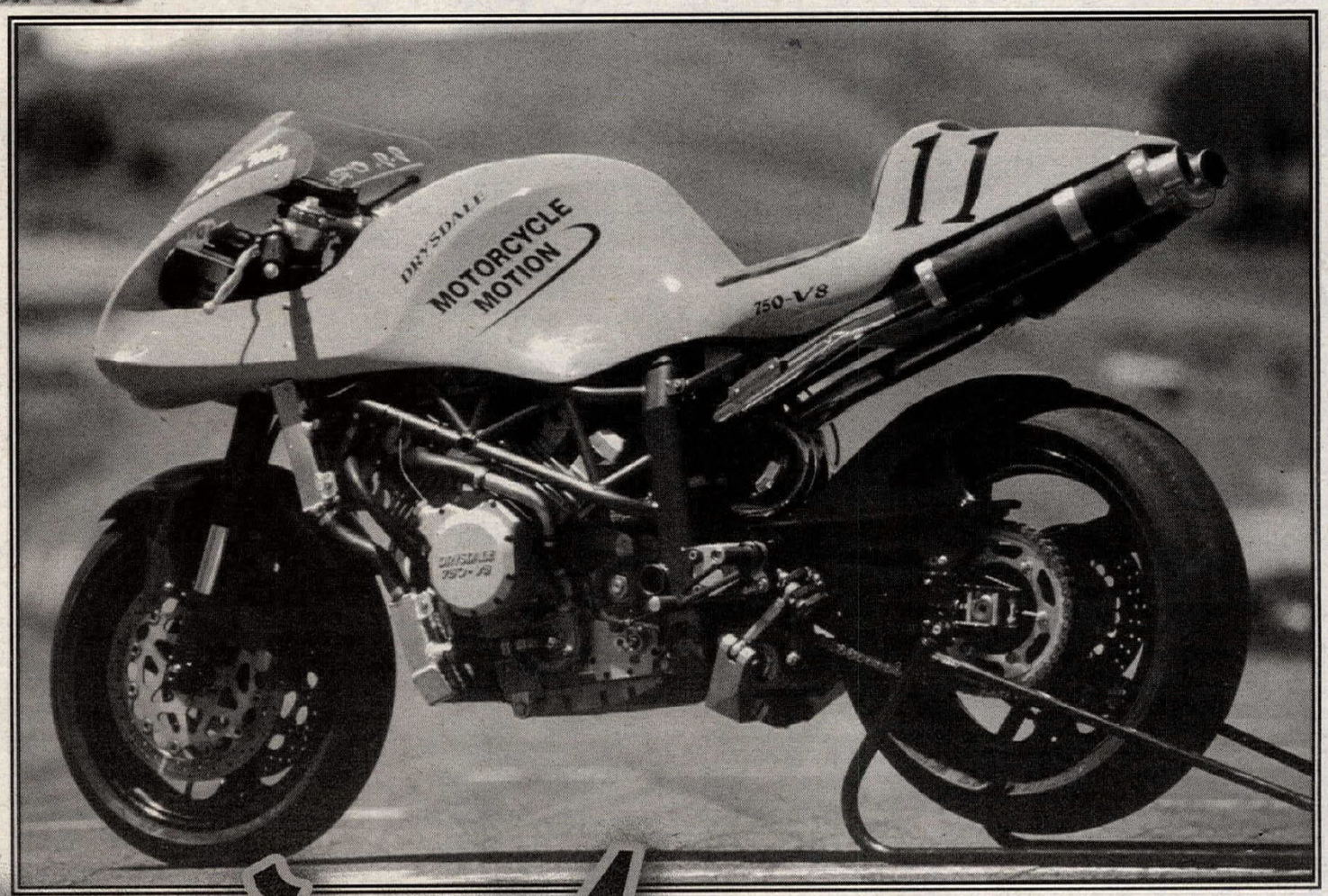
Drysdale 750-V8 Superbike

By Alan Cathcart
Photos by Paul Barshon



Musical multi multi

Visitors to Britain's Donington Park race circuit for the World Superbike round earlier this year probably didn't realize there was an example of Australian engineering ingenuity on view - alongside Troy Corser's on-track riding expertise.

You had to visit the circuit museum to find it, but there alongside the exotic extravaganza of Formula One racing cars through the years sat a new addition to the Donington display: the Dryvtech 2x2x2, a two-wheel-drive, two-wheel-steer, two-stroke enduro bike built in Melbourne back in 1990 by free-thinking free spirit Ian Drysdale, an exponent par excellence of Australia's can-do doctrine. But the Dryvtech, though ingenious, was just a taster for 40-year old Drysdale's most recent technical tour de force - the design and construction of his own 750-V8 sportbike.

When I became the first person outside the Drysdale Motorcycle Co. test team to throw a leg over the barely completed eight-cylinder bike at the Calder Park test track in June '97, riding a machine bristling with potential, I was provided a hands-on appreciation of the Drysdale team's drive in making such a complex project achieve reality, and I underlined the probable potential for limited-production manufacture of spin-off versions. Two years down the road, ongoing R&D, interspersed by Drysdale's need to earn the funds required to fuel the next stage of V8 development by doing other, more arcane engineering work - including, for example, acting as technical consultant to a Chinese motorcycle factory - have crystallised the final specification of the Drysdale V8 road models. But a critical element in refining the design and construction of the world's first-ever 750-V8 Superbike was for Motorcycle Motion team riders J.J. O'Rielly and Andrew Willy to race in local events under a special dispensation that allows prototype one-off machines of AustralDrysdale manufacture to take part. The waiving of the volume-production homologation rule is similar to what has been done in Italy for the past decade to permit bikes like the Ducati *otto valvole* and various Bimota models to be developed on the racetrack, or even at the World level, where a blind eye is turned to the non-existence of customer short-stroke versions of Peter Goddard's Aprilia RSV1000 works V-twin racer, which competes in WSC rounds. Hey - if some creative interpretations of

(Above) Bad motor scooter: The latest incarnation of the Australian-built Drysdale 750-V8 marks two years of research and development aimed at making it the world's first production eight-cylinder superbike.
(Left) European editor Alan Cathcart puts the Drysdale through its paces at the Broadford circuit in Australia. Aside from its incredible competence for a cottage-industry effort, Cathcart finds the machine boasts the most appealing exhaust note on the planet.

the rule book are good enough for Italy, it'll work okay Down Under, too!

The chance to ride the 750-V8 racer at the scenic, switchback Broadford race track out in the bush north of Melbourne provided a hands-on update on two years of Drysdale development. Plus, I have to admit, it was a personal benchmark in track testing: I never rode a racebike with more than six cylinders until now.

At first I was all set to wear earplugs to ride the Drysdale, but then I realized I'd have bought tickets to the concert, but not have heard the music play! Listening to the haunting howl issuing from the V8's twin underseat exhausts as Drysdale warmed it up not only made the flesh tingle, it also provided a window on the world that Grand Prix racing may yet become once again, if promised plans to push through a 1000cc four-stroke formula against the vested interests of the two-stroke mafia do in fact achieve reality. Well, if that means musical multis like the Aussie V8, but built by major manufacturers like Honda or Kawasaki or even MV Agusta, then sign me up for season tickets!

One reason why World Superbike scores with spectators over GP racing anywhere except Spain or Japan is the sound of the music - and the V8 Drysdale is the same, only much more so: it's the closest thing there is today to riding a 1950/60s works GP racer. Even more so than a 15,000 rpm Honda or Kawasaki Superbike, underlining that the day the music died with the introduction of noise restrictions back in 1976, compounded by the restriction on the number of cylinders imposed in 1970, was a very sad one. Listen to the Drysdale V8 being warmed up on the company's Web site (http://werple.net.au/~iwd) and then tell me I'm wrong!

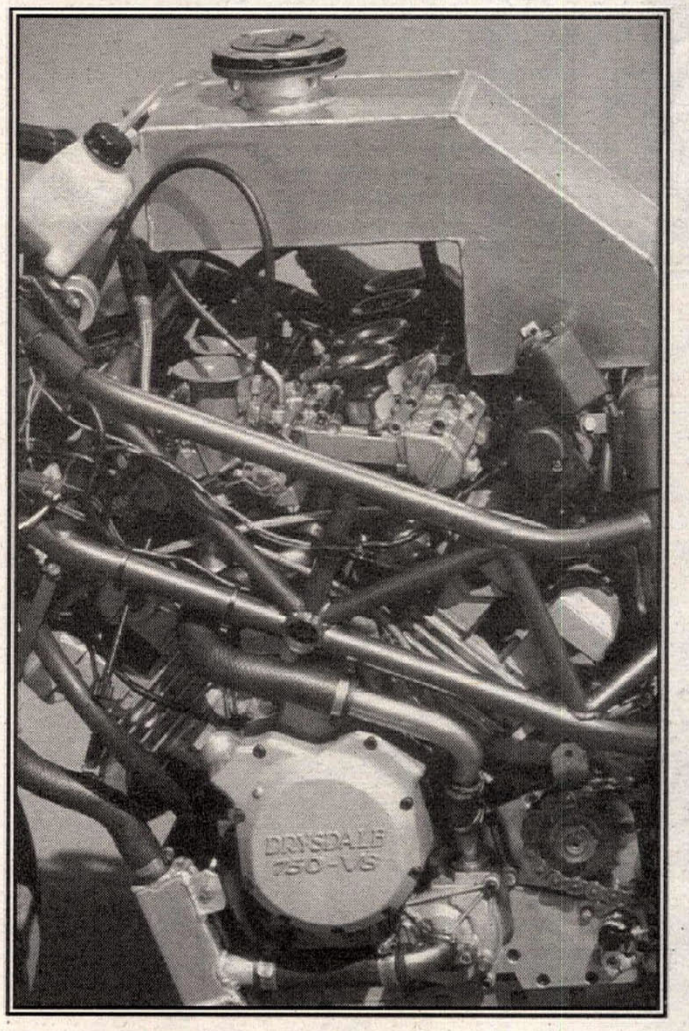
Mind you, you have to ride the Drysdale V8 like a two-stroke racer off the line or out of slow turns, winding it up on the clutch to coax it into the powerband and overcome the lack of inertia from the milled-from-solid crankshaft, weighing just over 12 pounds, which starts life as a solid billet of metal scaling a massive 97 pounds! Rather incongruously, the V8 starts on the button in pit lane, though the Kawasaki ZZ-R250 starter motor has to work pretty hard at spinning twice as many cylinders as it's used to coping with normally, before the engine finally fires up and settles down to a trademark V8 burble at low revs. But then, as you blip the throttle to make it sing, you realize the eight 32mm Keihin racing flatslides Drysdale has now fitted on the racer, compared to the CV Mikunis on the street prototype I tried two years ago, have quite a stiff combined action. And the twistgrip isn't a very fast-action one - it could really do with being speeded up.

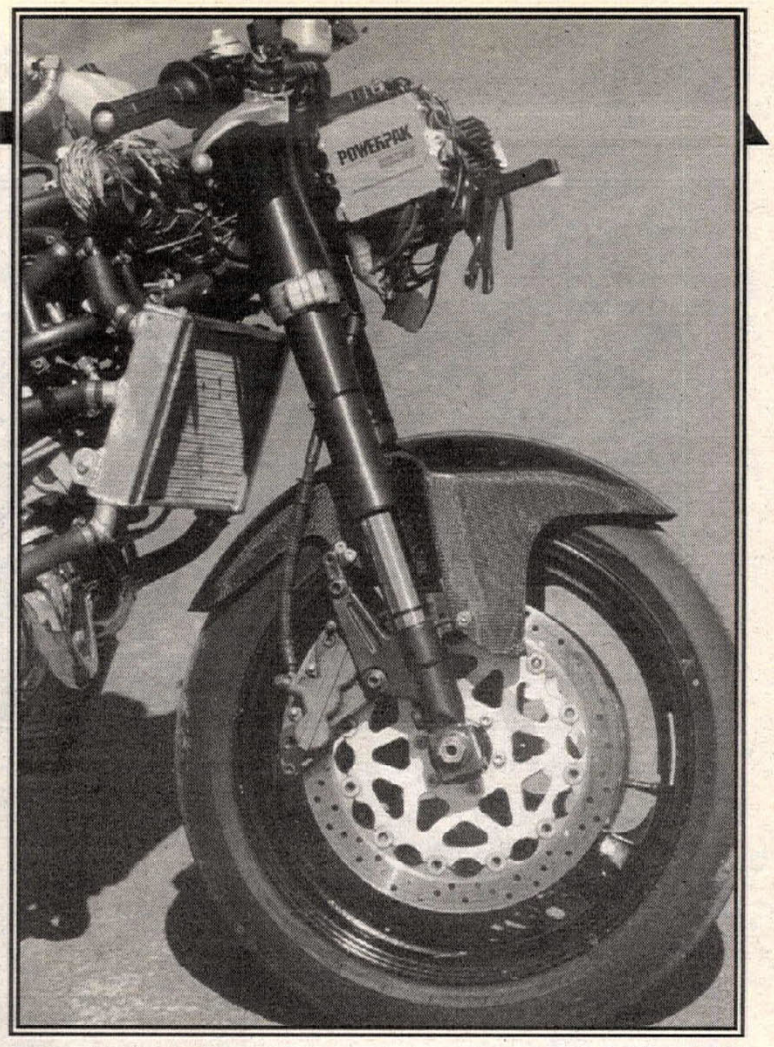
"We've tried several alternative return springs, and the lightest ones that would overcome the suction effect and actually close the throttle still have a stiff action," Drysdale says. "We've also tried larger cable wheels, for more leverage, but these slow the throttle action down too much. There's just no way around the fact that eight separate throttle slides have to be opened at once, and that takes a lot of effort - making development of a compatible fuel injection system a priority, for the streetbikes as well as the racer."

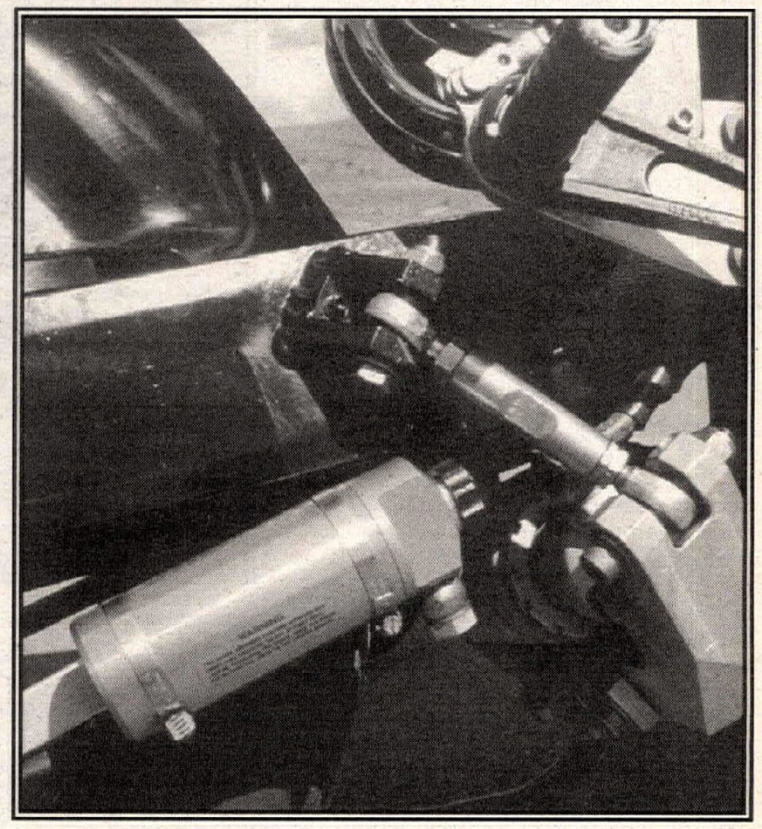
True to his word, Drysdale has been working on his own EFI system for the past six months, using his own design of F1-type rotating-barrel throttle bodies, coupled with Bosch injectors and an AustralDrysdale-made Motec ECU with software specially developed to cope with the high revs - as much as 17,000 rpm - of the V8 engine. It's this which will be fitted to the street V8s (thus also reducing emissions and improving fuel consumption, two critical factors on a bike with so many cylinders), after first being R&D'd on the racer.

(Below) Exotic simplicity: The "otto carb" Drysdale V8 engine is capable of producing in the neighborhood of 115 bhp at the rear wheel at 13,200 rpm. Electronic fuel injection will be the next step in increasing performance. Despite the design, the engine utilizes many over-the-counter Yamaha parts for easy serviceablility.

(Right) American supertuners Vance & Hines have played a role in the development of the Drysdale, as a made-to-order V&H Powerpak ignition controls the fire, replacing the Yamaha CDI black boxes formerly used on the machine.







The unusual chassis configuration mounts the Ohlins rear shock perpendicular to the rear wheel.

But once you get used to the heavy, rather slow throttle action, the flatslides currently fitted to the bike give strong pickup, with quite a bit more power on tap than on the CV-shod prototype I rode two years ago. The muscular, lumpy V8 motor picking up revs so effortlessly before smoothing out at higher rpm to deliver its haunting, high-pitched howl. Get the V8 turning above 9000 rpm and the Drysdale sings sweetly as the reading on the multi-programme PI digital tacho rushes effortlessly towards the revlimiter. Normally dialed in at 16,000 rpm on the racer, it was lowered to just 14,000 revs for this outing, with the engine being fresh off a rebuild and needing to be run in. But even tapping the gearlever at 13,500 rpm to hit a higher ratio on the extractable, cassette-type, six-speed cluster, which uses Yamaha YZF750 gears and oil-bath clutch, leaves the engine still squarely in the meaty powerband above 11,000 rpm and running as smooth as silk, yet strong as steel, back to the redline. The level of performance is on par with a well set-up Ducati 916SP or Suzuki TL1000R. That means around 115 bhp at the back wheel at 13,200 rpm - in line with Drysdale's claims for 140 bhp at the crank, with added music! It has unexpectedly good midrange punch, which on a bike like this means anywhere from the five-figure rev mark upward, though it will pull cleanly out of a turn as low as six grand.

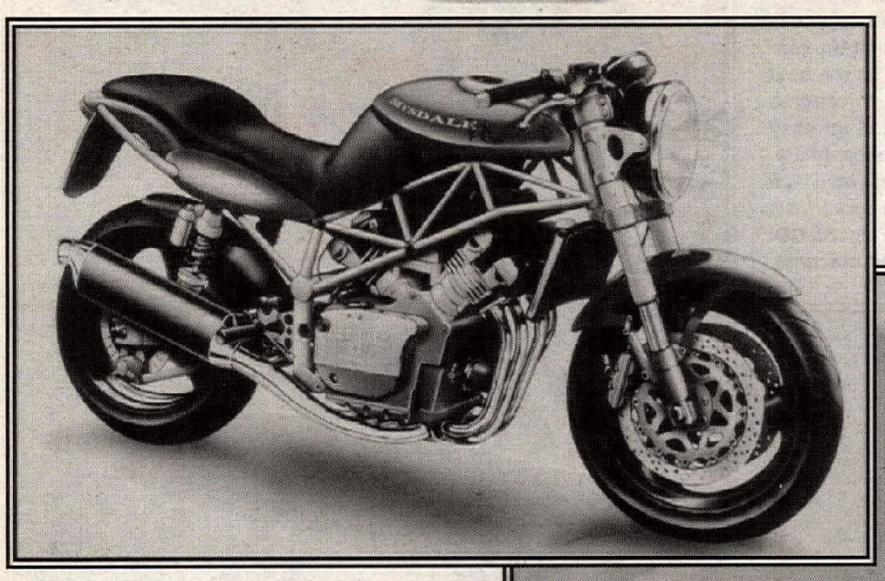
The only downside to the performance was a pretty big flat spot around 8000 rpm, which was a bit difficult to work around on a tight track like Broadford with so many slow turns, where on the gearing fitted I could only just grab fourth gear on the top straight. Third would have been all that was possible if I'd been able to rev it right out to 16 grand. It's not really fair to criticize a bike like this for being a bit of a handful around a track it's not at all built for; it's rather like testing Mick Doohan's NSR500 at the Sachsenring. And I'll bet that at big tracks like Assen or Monza or Phillip Island, keeping the V8 racer on the pipe would be much easier. In fact, it's a credit to Drysdale and his crew that the bike behaved as well as it did as a fish out of water at Broadford.

But though I got quite adept at keeping the revs up and/or coaxing it through the flat spot, this is an area the team does need to work on in conjunction with the fuel injection, because Drysdale says he has an extra 8 bhp on tap just by shortening the intake stubs and bellmouths to the maximum. This is just as Ducati has done on its '99 Works superbike - but on the V8 it comes at the expense of an even bigger hole in the powerband.

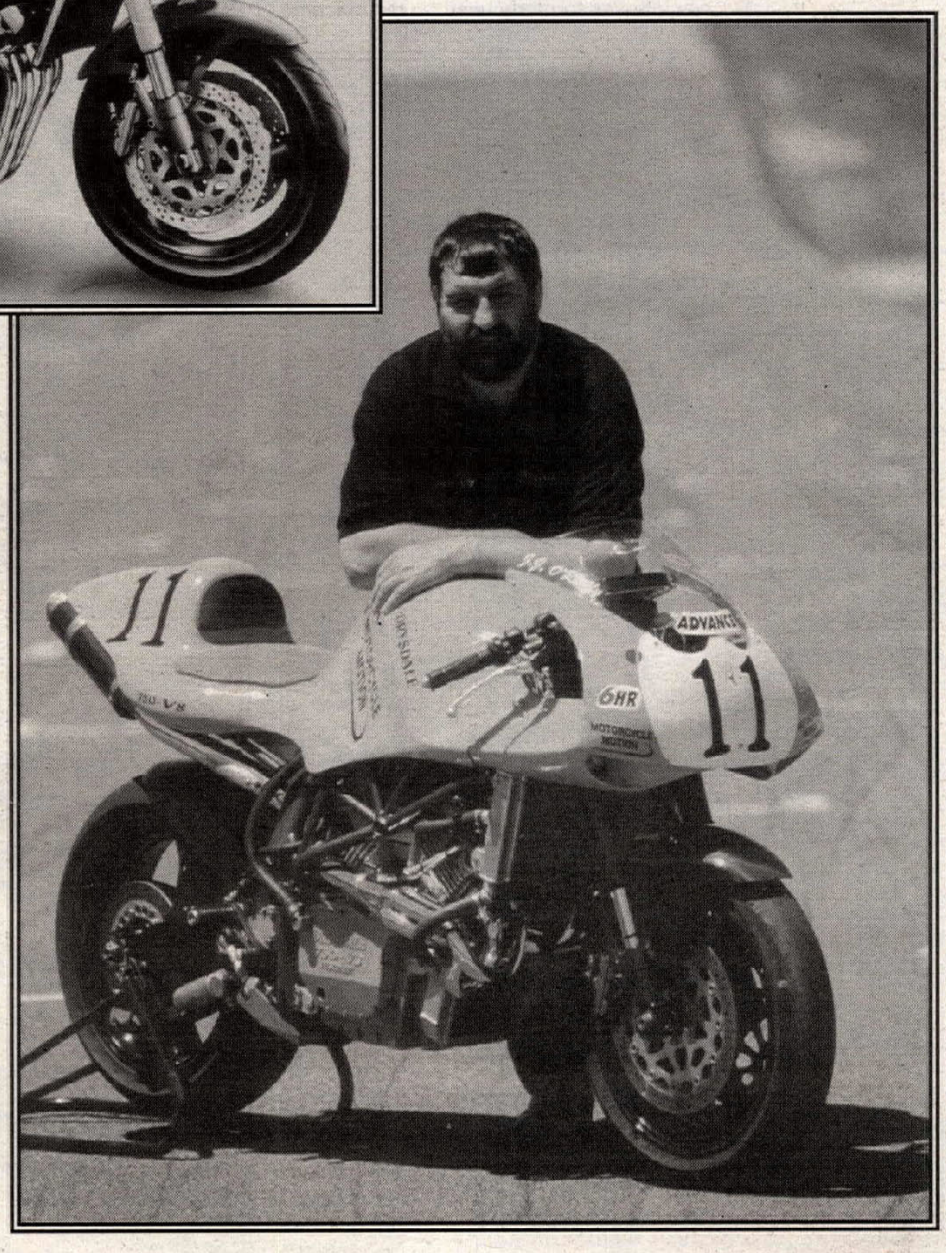
"This is exhaust-related," Drysdale says, "and part of the engine management R&D we're doing is to develop a fully-mapped EFI package with compatible intake lengths and exhaust system, which will make the bike 'carburate' properly. We know what has to be done, and mapping the fuel injection correctly will be a big factor in getting it to run cleanly, as well as strongly."

Getting the racebike to run cool enough with the extra power on tap entailed junking the underseat radiator of the street prototype - the V8 engine's bulky architecture prevented a sufficient volume of high pressure flow of cooling air from reaching it - and replacing it with a pair of front-mounted radiators.

Drysdale 750-V8 Superbike



(Left) The next step may be the production of several forms of the Drysdale V8, including this version, patterned in the vein of the Ducati Il Monstro. A monster indeed!
(Below) One man's dream: Graduating from his radical Dryvtech 2x2x2 concept, Ian Drysdale has guided and prodded the Drysdale to fruition. What's next, Ian?



The change helped keep engine temperature down to 75 degrees on a hot summer day at Broadford. After initial oil-surge problems ran a bearing on the crank at the Oran Park Six-Hour race a year ago (resolved by baffling the sump), the Drysdale V8 motor has proved fundamentally reliable, says its creator. Even so, we had a couple of minor hiccups on my test day, one when the clutch circlip popped out (easily fixed), the other when Drysdale forgot to switch the fuel pump on for one of my four sessions, meaning I coasted to a halt at the first turn with a dead engine. He paid for it, though! He must have lost at least five pounds running down the pit in the summer heat of the Aussie outback to flick it on again, as I grounded the starter motor in vain, and promised to flatten the twin 12-volt batteries now mounted in the nose!

These batteries power the Vance & Hines Powerpak digital ignition made to Drysdale's spec's by the American Tuning House.

"They were very helpful once we assured them that the specified redline of 17,000 rpm was correct!" Drysdale says.

The system, which replaces the two Yamaha CDI black boxes fitted to the street prototype, is programmable for four different YZF600-based advance curves and revlimiter settings. Drysdale hopes to retain the V&H Powerpak in conjunction with the EFI, because he says it works so well.

For those in need of a refresher course in the architecture of the only V8 motorcycle in the world, you can actually purchase (until Morbidelli sorts out a new manufacturer for his, that is, and Norton, well, till Al Melling actually produces a homologated V8 street motorcycle anyone can buy...), the Drysdale uses as large a number of Yamaha proprietary parts as possible to allow customers around the world to source spares easily. For instance, the 750-V8 racer uses two FZR400R 16-valve cylinder heads mounted on a horizontally-split crankcase, specially designed by Drysdale (himself a qualified draughtsman) to incorporate the blocks of each bank of cylinders in the upper crankcase half, for added rigidity. The two banks of cylinders are set at 90 degrees to each other for perfect primary balance, and with the central chain camshaft drive of the Yamaha slantblock engine format retained, Drysdale has been able to reverse the camshafts and rotate them backwards on the rear set of cylinders, while those on the front bank, as well as the crankshaft, all run forwards.

Yamaha parts retained on the 56 x 38 mm 749cc engine include conrods and pistons (eight of each), all 32 tiny valves (21mm inlets/19mm exhausts) and all four camshafts, with cam drive taken directly off the crank, and apart from the YZF750 gear ratios and wet clutch, the wheels, brakes and front forks are also sourced from Yamaha's 750 sportbike, resulting in a half-dry weight (no fuel) of 409.2 pounds.

Drysdale reckons that the weight could be reduced to well under 400 pounds with race wheels and other weight-saving tackle, including making the handsome Duncan Harrington-designed bodywork in carbon fiber. Perhaps so. But while I'll admit I came to Broadford prepared to worship at the altar of multi-cylinder engine technology, accompanied by the magical strains of V8 music, I ended up being at least as impressed with Drysdale's talents as a chassis designer as I was with his work as a two-wheeled concert promotor! The TIG-welded tubular steel spaceframe that holds the V8 engine is built from ERW mild steel (less prone to stress fractures than chrome-moly, says Drysdale), with Ducati-style regulation on the side spars and a distinctive loop backbone made from oval-section steel tube. The result weighs 24 pounds (not including the Kawasaki ZZ-R1100 alloy swingarm) - a little heavy, but perhaps inevitably so, with the engine forming only a semi-stressed underslung component to keep the V8's wheelbase down to a manageable 1415mm - 5mm shorter than a YZF750 four!

The Ohlins rear shock is located crossways in front of the rear wheel, and operated by a rising-rate bell-crank linkage similar to the one on the works Yamaha GP racer two decades ago. With the crankshaft of the V8 motor already 20mm further forward relative to the centre line of the wheelbase compared to a YZF750's, there's already surprisingly good weight distribution for the V8 motor scaling 143 pounds. Complete, but locating the batteries up front on the racer has the benefit of further loading up the front wheel weightwise, for a 53 percent/47 percent layout.

As I settled aboard the bike at rest in the pit lane, I noted not only how the riding position isn't quite as stretched out as before, but that the rear ride height is also definitely taller than on the prototype streetbike I rode two years ago. This not only helps further increase front end weight bias, it also sharpens up the steering geometry for track use, which, with a static 24 degree head angle and a hefty 108 mm of trail, that is definitely on the conservative side by sportbike standards - even if it is identical to Yamaha's YZF750 sportbike, which is where Drysdale got it from!

I remember already being impressed by the way the Drysdale V8 steered the first time I rode it, but that was on the relatively wide-open spaces of Calder Park. However, the first flying lap at Broadford tells you what an unexpectedly good handling package the bike has now been refined to by its creator. It belies its V8 bulk by steering as cleanly and sharply as a 750 four, turning precisely into the apex of a turn without falling suddenly over on its side, as you might expect from such a big, bulky bike. The front end is especially confidence-inspiring: Broadford has a couple of turns that pose a stiff exam for front end grip, like the last turn onto the pit straight, or the downhill hairpin at the end of the top one, where you must commit to the blind entry and be ready for the track to fall away beneath you on the exit as you switch the power on. The Drysdale passed the test with flying colors, the front end planted to the ground thanks also to the works-spec front slick kindly donated by the Dunlop race service when the Drysdale performed some demo laps at the Phillip Island World Superbike round.

The bike not only stops very well, with those six-pot Nissins giving lots of bite, but really, it steers surprisingly easily and precisely, too, with impressive handling for what looks like it would be a beefy, tiring bike to lug around a tight track like Broadford. Only it isn't. It stays on line exiting a turn under power, with no undue understeer, and the liquid-smooth power curve at higher rpm ensures there are no steps in the delivery ready to unhook the back wheel when you get hard on the gas exiting that downhill turn. Nor again when you accelerate hard out of the uphill turn before it, with the front wheel waving in the air as you crest the rise. It felt fast, but not fickle.

But the rear Dunlop was ready to walk under power, chattering slightly as you fed the revs in, and you could feel the Ohlins shock bouncing back abruptly off bottom. It felt like too little rebound damping, for sure - but also I think the rising rate linkage has too steep a curve, and maybe the spring was too soft for my weight. A more linear rate linkage would be better for street use, for sure, but on the race track what's needed is a good day's sorting session with a suspension technicDrysdale on hand. So far, the team's never had the time or facilities to do this. But they need to, because otherwise the chassis is really, really good, and ideally compliments the V8's performance.

But at the end of the day, what's most impressive about the Drysdale V8 is that this is the product of one man's genius - plus his own drive, determination, technical expertise and ability to charm countless friends into wanting to join the party, to help him make it all happen. Ian Drysdale had the vision to conceive the 750-V8 in the first place, as a modern-day testament to the legendary Moto Guzzi V8 GP racer. Then he drew it up himself on paper, he fashioned a large part of it with his own hands, and he assembled it in his workshop together with his team of fellow visionaries. He has used his own time, money, vision and expertise to make a dream come alive, fashioning it from metal. Now that the streetbike spinoffs are under way (see sidebar) that will put the project into a commercial context, it's time for the 750-V8 Superbike racer to be seen - and heard! - in action by a wider public.

Let's hope that Drysdale's dream to race the bike in Japan or the USA, or at a major European four-stroke event like the Dutch Ducati Club's Assen International, can come true. Then, for spectators around the world, the multi-cylinder sound of music will play again... even if they do end up copping out of going down the same route in Grand Prix racing! CN

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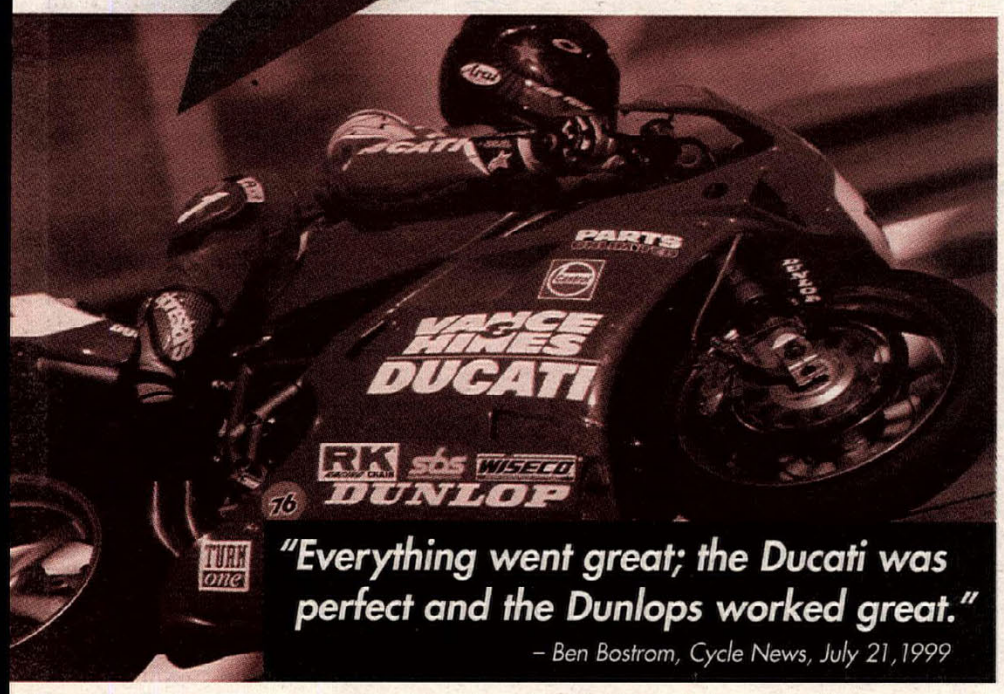

"Everything went great; the Ducati was perfect and the Dunlops worked great."

– Ben Bostrom, Cycle News, July 21,1999

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Round 10: Orehova Vas

FIM WORLD CHAMPIONSHIP 125cc MX SERIES

Federici gains ground

By Geoff Meyer

OREHOVA VAS, SLOVAKIA, JULY 18

In blistering heat, Italian Yamaha rider Claudio Federici - the only competitor capable of stopping fellow Italian Alessio Chiodi from winning his third consecutive World 125cc Motocross Championship - pulled out all the stops, winning both motos of the Slovakian Grand Prix, and with it taking the overall victory.

Federici, who had never won an overall until earlier this year in England, is now in brilliant form, although Chiodi, with consistent 2-2 results, is still some 25 points ahead of Federici with only three round remaining.

As is always the case it seems, qualification brought some surprises as Belgian KTM rider Jamie Scevenels finished ahead of Luigi Seguy and Jamie Dobb in Group A. Scevenels clocked a 2:11.85, while Thomas Traversini, with a time of 2:11.68, was the quickest in Group B. Finishing up right behind Traversini was American Jeff Dement, then another Belgian rider Steve Ramon. As for Chiodi and Federici - the two series leaders - they both finished in fifth place in their respective groups, Chiodi with a time of 2:12.24 and Federici a little faster with a 2:12.03. Tennessee's Mike Brown came home seventh in Group A with a 2:12.64.

The first moto of the Slovakian GP ended up a little on the boring side, much of which had to do with the track being graded flat, resulting in some super fast racing, yet passing that was next to impossible. Federici, sensing that the race would be won on the startline, pulled out a quick lead, followed by young South African Grant Langton.

Langton, who had raced in America a few years ago in the Junior ranks with some success, had struggled all season long, yet, finally the 17-year-old is showing the promise everyone expected.

"I came to Europe and I was sick from the wet weather," Langton said. "We have had rain and other problems; this time the conditions were okay. The heat is like back home and I felt good chasing Federici." Further back came Chiodi Traversini, Ramon and Dement. As for Mike Brown, his position was midfield, as he fought to come to grips with the Orehova Vas track.

Lap after lap, Federici put together the quickest times, and, after a while, it took its toll on Langton, who fell, giving second place to Chiodi.

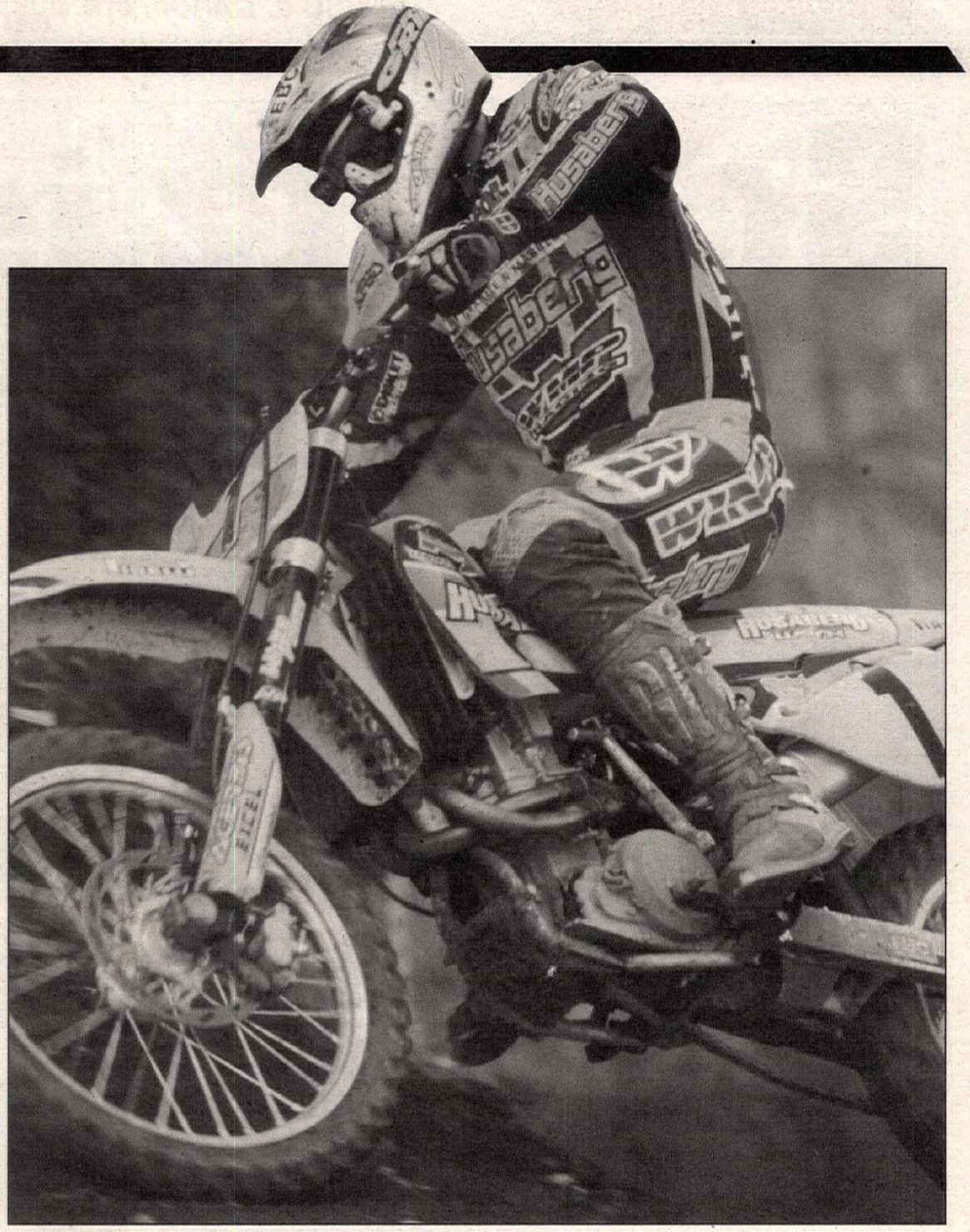
"I just made a small mistake and dropped back to sixth place," Langton said.

From the moment the South African crashed, Federici was long gone - not even Chiodi could catch him. Third place went to Traversini, with Eric Camerlengo, riding a Yamaha, in fourth place, followed by Dement in fifth place.

Chiodi was quick to cover his loss with a diplomatic excuse, although he did credit Federici for a good race.

"I just wanted second place," Chiodi said. "I had no chance to get him. Maybe in the second moto it will be my turn to have such an easy win. Once he got such a good start he was difficult to

Claudio Federici kept his title hopes alive with a sweep at the Slovakian 125cc GP.



(Above) Jeff Dement rode well in Slovakia, going 5-4 for fourth overall.
(Right) Joel Smets turned his luck around at the 500cc GP in Slovakia. His 1-2 results gave him the overall win.

keep in sight. He always is in that situation."

Federici was not so sure of Chiodi's chances in the next moto though, his first-moto win giving him that much more confidence.

"I have been getting good starts a lot in the past few GPs," Federici said. "Today I feel I can do it again in the next moto. The track is so open that you have to keep thinking, but once you have a lead, it's difficult to lose it."

The second moto would not see Chiodi's wish come true. "Chicco" was quickly looking for the blood of Federici, although it was again the KTM rider, Langton, who pulled out the surprise. Going into the first corner, Langton rode shoulder to shoulder with Federici, finally backing off yet still holding onto second place ahead of Chiodi.

Chiodi took his time passing Langton, but, once he did, the battle between the two Italians was huge, as they swapped spots for the lead. First Federici, then Chiodi would arrive at the finish line, and it was not until Chiodi fell that Federici was assured of the overall.

Further back, Brown was again in trouble riding from midpack. Brown would finish in 10th place. Dement, however, would rise to the occasion by finishing a strong fourth.

"I'm happy with that," Dement said. "I have had so many little problems this year. Since the early rounds I've been looking for a podium finish. I guess I'll have to wait for that, but I'm getting closer."

Federici, who knows that to beat Chiodi for the World championship will be a difficult job, was upbeat about his chances.

"I have to win in Germany, Switzerland and Croatia," Federici said. "Then maybe if I'm lucky I can be World champion." CN

Orehova Vas Motocross
Orehova Vas, Slovakia
Results: July 18, 1999 (Round 10 of 13)

MOTO 1: 1. Claudio Federici (Yam); 2. Alessio Chiodi (Hus); 3. Thomas Traversini (Hus); 4. Eric Camerlengo (Yam); 5. Jeff Dement (Hon); 6. Grant Langton (KTM); 7. Mike Brown (Hon); 8. Erik Eggens (Yam); 9. Patrick Caps (Hon); 10. Jaimy Scevenels (KTM); 11. Steve Ramon (Kaw); 12. James Dobb (Suz); 13. Sven Braugelmans (Kaw); 14. Luca Cherubini (Yam); 15. Carl Nunn (Yam).

MOTO 2: 1. Claudio Federici (Yam); 2. Alessio Chiodi (Hus); 3. Grant Langton (KTM); 4. Jeff Dement (Hon); 5. Eric Camerlengo (Yam); 6. Luca Camerlengo (Yam); 7. Paul Malin (Yam); 8. Erik Eggens (Yam); 9. Thomas Traversini (Hus); 10; Mike Brown (Hon); 11. Kenneth Gundersen (Yam); 12. Luigi Seguy (Hon); 13. Moises Bernardez (KTM); 14. Cedric Melotte (Kaw); 15. James Dobb (Suz).

O/A: 1. Claudio Federici (Yam); 2. Alessio Chiodi (Hus); 3. Grant Langton (KTM); 4. Jeff Dement (Hon); 5. Eric Camerlengo (Yam); 6. Thomas Traversini (Hus); 7. Erik Eggens (Yam); 8. Mike Brown (Hon); 9. Luca Cherubini (Yam); 10. Patrick Caps (Hon); 11. James Dobb (Suz); 12. Steve Ramon (Kaw).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 10 of 13 rounds): 1. Alessio Chiodi (314/8 wins); 2. Claudio Federici (289/2 wins); 3. Mike Brown (180); 4. Thomas Traversini (160); 5. James Dobb (139); 6. Steve Ramon (127); 7. Patrick Caps (124); 8. Jeff Dement (113); 9. Eric Camerlengo (97); 10. Erik Eggens (Yam); 11. Johnny Aubert (72); 12. Luigi Seguy (69); 13. Luca Cherubini (63); 14. Carl Nunn (62); 15. Grant Langton (55).

Upcoming Rounds:
Round 11 - Roggenbourg, Switzerland, August 8
Round 12 - Haenchen, Germany, August 22

FIM World Championship 500cc MX Series
Round 8: Lucenec Motocross Park

Lucky Smets

By Geoff Meyer

LUCENEC, SLOVAKIA, JULY 18

Defending World 500cc Motocross Champion Joel Smets has spent the past season chasing his tail. Motor failure after motor failure has cost the tall Belgian just about any chance of winning this year's championship. In Slovania, however, his luck changed.

Smets went 1-2 to take the overall win in the eighth round of the series, and now has a slight chance of regaining his title, albeit very slight.

In 100-degree heat, Smets led home series leader Andrea Bartolini and Peter Johnasson in the first moto, and then trailed Yves Demaria in moto two.

"I felt I could've won several motos this year, and it's not turned out that way," Smets said. "Today the bike held together and we won."

Also to shine in round eight of the championship was Bartolini, his 2-4 result keeping his bright hopes of winning this year's championship very high.

"It was not easy today," Bartolini said. "I rode stiff and only wanted to keep the points lead at a good length. I need to think about scoring as many points as possible at every GP, so today I did okay."

Shayne King, riding the four-stroke KTM machine, had his best GP of the year, finishing with 4-3 results for third overall and making the KTM bosses once again smile with glee.

"This bike is great," King said. "It's getting very consistent now, and with that comes the great results."

Bartolini's main rival for this year's championship, Yves Demaria, had a DNF in the first moto, and, while he did come back to win moto two, the DNF cost him dearly.

"I have a chance to really make up some ground on Andrea today," Demaria said. "Now with three rounds to go, I have to make up 21 points. It's going to be tough."

All eyes will be on the 500cc class at round nine, to be held at the famous Namur track, where Andrea Bartolini broke his leg last year and Joel Smets has yet to win. CN

Lucenec Motocross Park
Lucenec, Slovakia
Results: July 18, 1999 (Round 8 of 13)

MOTO 1: 1. Joel Smets (Hbg); 2. Andrea Bartolini (Yam); 3. Peter Johnasson (KTM); 4. Shayne King (KTM); 5. Miska Aaltonen (Yam); 6. Massimo Bartolini (Yam); 7. Fransisco Garcia Vica (Yam); 8. Erwin Machtlinger (Hon); 9. Alessandro Puzar (Yam); 10. Johan Boonen (Hus); 11. Chris Burnham (Hon); 12. Christian Chanton (KTM); 13. Damien King (KTM); 14. Fabrice Dini (Hus); 15. Mata Andreasson.

MOTO 2: 1. Yves Demaria (Hus); 2. Joel Smets (Hbg); 3. Shayne King (KTM); 4. Andrea Bartolini (Yam); 5. Bernd Eckenbach (Hus); 6. Francisco Garcia Vica (Yam); 7. Rupi Walkner (KTM); 8. Chris Burnham (Hon); 9. Erwin Machtlinger (Hon); 10. Fabrice Dini (Hus); 11. Miska Aaltonen (Yam); 12. Peter Johansson (KTM); 13. Damien King (KTM); 14. Siegfried Bauer (KTM); 15. Massimo Bartolini (Yam).

O/A: 1. Joel Smets (Hbg); 2. Andrea Bartolini (Yam); 3. Shayne King (KTM); 4. Yves Demaria (Hus); 5. Francisco Garcia Vica (Yam); 6. Peter Johansson (KTM); 7. Miska Aaltonene (Yam); 8. Erwin Machtlinger (Hon); 9. Chris Burnham (Hon); 10. Bernd Eckenbach (Hus); 11. Massimo Bartolini (Yam); 12. Rupi Walkner (KTM); 13. Alessandro Puzar (Yam); 14. Fabrice Dini (Hus); 15. Damien King (KTM).

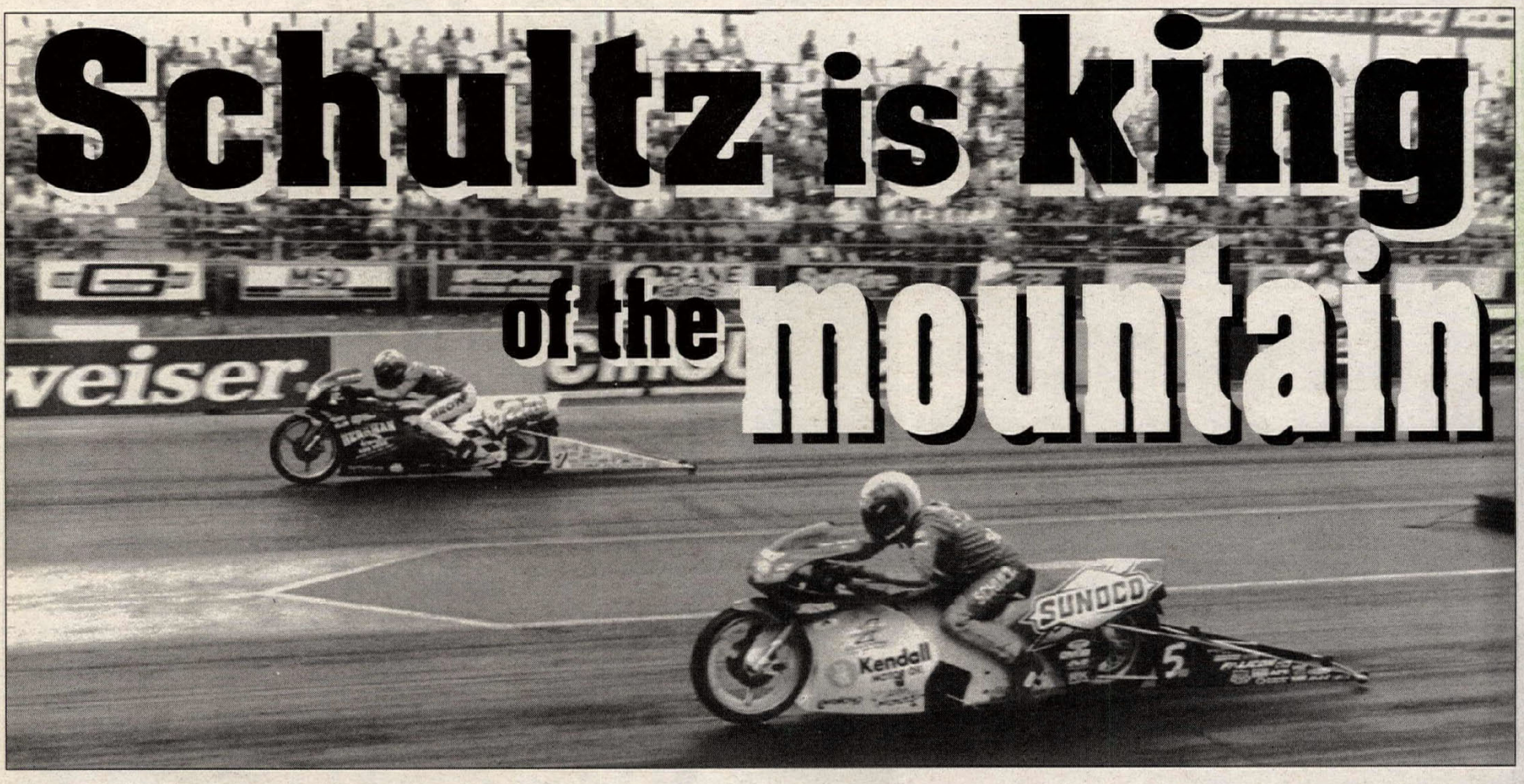
FIM WORLD CHAMPIONSHIP 500cc MX SERIES POINT STANDINGS (After 8 of 13 rounds): 1. Andrea Bartolini (218); 2. Yves Demaria (197); 3. Peter Johnasson (168); 4. Joel Smets (167); 5. Alex Puzar (135); 6. Shayne King (127); 7. Francisco Garcia Vica (116); 8. Miska Aaltonen (111); 9. Darryll King (Hus); 10. Trampas Parker (73); 11. Rob Herring (78); 12. Chris Burnham (75); 13. Erwin Machtlinger (75); 14. Bernd Eckenbach (54); 15. Jochen Jasinski (41).

Upcoming Rounds:
Round 9 - Namur, Belgium, August 1
Round 10 - Folkendange, Luxenbourg, August 8

Round 8: Bandimere Speedway

NHRA WINSTON DRAG RACING SERIES

Schultz is king of the mountain



By Kevin McKenna

DENVER, CO, JULY 15-18

Dave Schultz has called it one of the toughest decisions he's made in his professional career, but when he looks back at his recent commitment to lease an engine from one-time rival Byron Hines, he may also view it as one of his shrewdest maneuvers.

Schultz, who was once so dominant on the NHRA tour that he won nine of 11 events in a single season, has lately been mired in a slump that has lasted for more than two years. Sensing a need for drastic changes, the six-time NHRA Winston Pro Stock Bike champ turned to his old friend Hines for a competitive powerplant, and was quickly able to put his program back on the winning track with a victory at the Mopar Parts Mile-High Nationals in Denver, the 43rd triumph of his storied career.

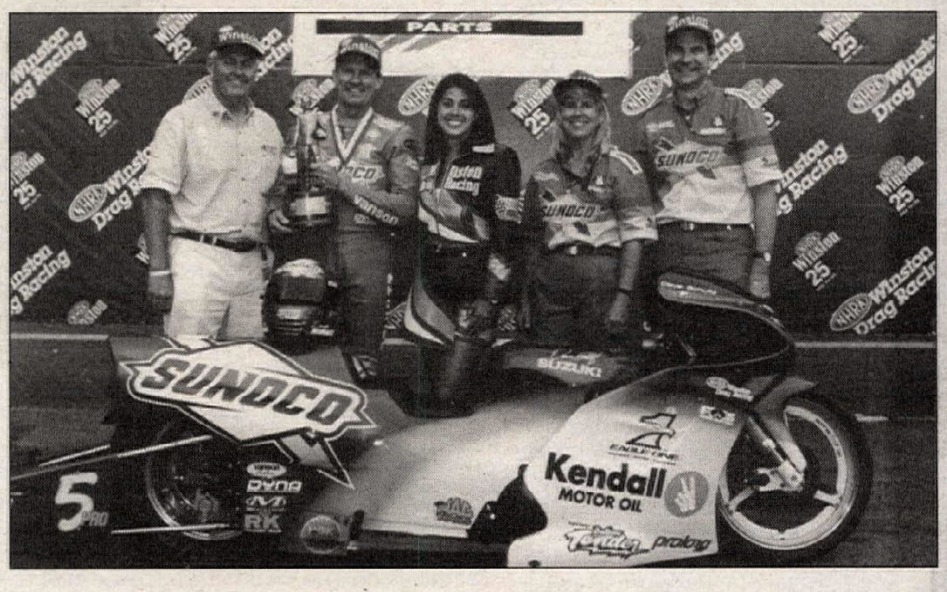
"The Vance & Hines engine isn't the only change to our program, but it is the most significant one," Schultz said, not long after downing his former protégé, Team 23 rider Antron Brown, in the final to win his first event since the season-opening Mac Tools Gatornationals in 1997. "I have a new bike this year, and we designed an all-new GSX-R body, but my engine builder, (Greg Cope) and I didn't have the fire we once did as a team. We mutually agreed that we should do our own things, and that led me back to Vance & Hines, and obviously it was a wise move. Early in my career, I enjoyed a lot of success with the Vance & Hines team, so this was sort of like a homecoming for me.

"Two-and-a-half years is way too long to go between wins," Schultz continued. "It has been so long that I was beginning to doubt myself. Last year was horrible for me. For the first time in my career, I didn't win a race. I also turned 50, which made me think about where I was going. The fans knew we were struggling, and I've heard them say things like 'I'm too old' or 'I've lost it,' and after a while, that stuff works on you."

A rejuvenated Schultz gave a preview of things to come when he rode his Sunoco Suzuki to the final of the Pontiac Excitement Nationals in Columbus shortly after striking his deal with Hines, but a crucial riding error gave the win to Brown. It was a mistake Schultz was not likely to make again. In fact, many of his opponents self-destructed in Denver, but Schultz remained rock-steady, and through a combination of savvy tuning and consistent riding, he scored his third career victory at Bandimere.

(Above) At this point, Dave Schultz has already broken his 2½ year victory drought as his final round opponent, Antron Brown, red-lights on Troy Vincent's Team 23 Suzuki. In the final, Schultz matched the quickest run of the event with a 7.65 on his Vance & Hines-powered Sunoco Suzuki.

(Right) After the final, Schultz celebrated his third title at Bandimere Speedway. The six-time NHRA Pro Stock Bike champion remains eighth on NHRA's all-time win list with 43 national event victories.



In qualifying, Schultz ran a 7.70, but trailed Matt Hines' Eagle One Suzuki and Team Winston's Angelle Seeling, who were first and second, respectively, with matching 7.65 efforts. Amazingly, Hines and Seeling qualified a tenth-and-a-half more quickly than the previous track record, which Hines set last year with a 7.80. However, neither rider hung around long on race day. Seeling, who entered the event with a commanding lead in the points standings, did the unthinkable when she red-lighted in the opening round against the field's lone Kawasaki, the Pete Briggs-owned Lake Mortgage entry, ridden by C.J. Smith. Seeling out-qualified Smith by more than three tenths of a second, so there was no need to gamble on the Tree, but she left too soon, and suffered her first opening round loss in more than a year.

"I had a bad red-light in qualifying yesterday, but that was because the clutch dragged me through the lights," Seeling said. "I can't believe I red-lighted today. This is really the first big mistake I've made all year, and I think this is the hardest I've ever taken a loss. I really feel bad for my crew because they gave me the best motorcycle out there. We were certainly capable of winning this race."

Seeling's loss was Hines' gain, and the reigning two-time champ, who had never lost a round in three years at Bandimere Speedway, appeared ready to take full advantage of it. However, Hines also triggered a red-light when he dumped the clutch too soon in the semis against Brown.

"I just blew it, I never saw the yellow light on. I just left on nothing," Hines said. "I could have made a nice big run at Angelle's points lead, but that's out the window now. I mean, I cut the lead from 140 to 100 points, but if I had won the race, I could have gotten it down to about 60."

Once Hines and Seeling were out of action, Schultz was quick to seize the opportunity. After he ran a 7.75 in round two against Greg Underdahl's Tas Racing Suzuki, Schultz picked up the pace in the semis, where his 7.71 easily covered the 7.84 of Gary Tongelt's Plasti-Dip Suzuki.

In the final, it was Brown's turn to red-light. Brown's foul negated a 7.70, which was his quickest run of the weekend, but Schultz also unloaded his best run of the event with a 7.655, just a thousandth of a second slower than Hines' track record run of 7.654.

"When you race in the thin air on this mountain, the guys who can tune their bikes usually have an advantage, and I've always seen myself as a better tuner than a rider," Schultz said. "I'm one of the few guys out here who builds, tunes, and rides his own bikes, and in races like this, I believe that's a big advantage. Sometimes it's hard to juggle all the things I do, but on days like today, it's worth it. If I have an advantage, it's because as a rider and a crew chief, I can feel things on the bike that someone else might not be able to tell me. Before the final round, we had a big tailwind come up, and I knew exactly what to do. When I went up there to race Antron, I was confident that I had a performance advantage. In fact, I believe that even if I had run Matt or Angelle, I had a shot to win.

"Last year, I worked with Antron's team a lot to help them get started," Schultz continued. "He's come a long way in a short time, and I do feel a little pride when he does well, but that doesn't mean I was going to cut him any slack." CN

Bandimere Speedway
Denver, Colorado
Results: July 15-18, 1999 (Round 8 of 14)

PRO STOCK FINAL: 1. Dave Schultz (Suz) 7.65, 175.07; 2. Antron Brown (Suz) 7.70, 174.57 (Foul).

Upcoming Rounds:
Round 9 - Brainerd, Minnesota, August 19-22
Round 10 - Indianapolis, Indiana, September 1-6

PRO CIRCUIT
SplitFire
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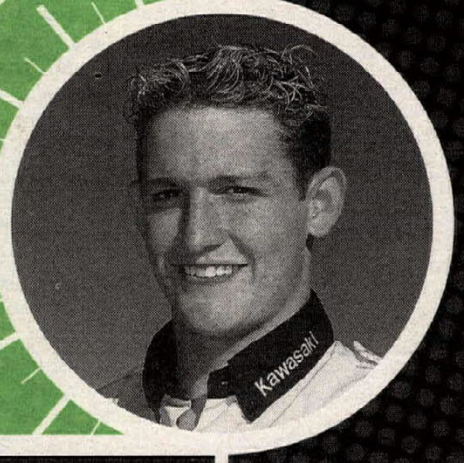
THE CLOSEST ANYBODY GOT TO RICKY ALL DAY WAS ON THE PODIUM.

CARMICHAEL AND HIS KX125 REMAIN UNTOUCHABLE, GOING 1-1 AT UNADILLA TO WIN ROUND 7 OF THE AMA MAZDA TRUCK MOTOCROSS NATIONALS.

It's not like Ricky doesn't enjoy having company. Just don't try it when he's on the track. In the first moto, Ricky pulled away with an assertive 12 second lead from the get go. Leaving everyone else hopelessly playing catch up. Then for moto two, he came blasting up from the back of the pack all the way to take another commanding lead with his KX125. Even teammate Nathan Ramsey charged ahead on his own mission, taking third overall. Either way, Ricky proved again his theory of domination through separation. And if you don't believe it works, take a look at the point standings.



"That was one of the most fun races ever. I've always wanted to come from last to first."

Ricky Carmichael
Team SplitFire/1-800-COLLECT/
Pro Circuit/Kawasaki

RICKY CARMICHAEL

TEAM SPLITFIRE/1-800-COLLECT/PRO CIRCUIT/KAWASAKI

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Kawasaki MOTORSPORTS

Round 4: Watsonville Speedway

WEST COAST FLAT TRACK SERIES

(Left to right) West Coast Flat Track Series title winner Brown, promoter Gene Romero and Open Vintage champion Jeff Johnson share a smile. At Brown's feet is a $1000 check from the series points fund.

Brown lifts the crown

By Fred Windum

WATSONVILLE, CA, JULY 17

Ron Brown smoked the troops in every race he ran at the final round of Gene Romero's West Coast Flat Track Series on the Watsonville Speedway oval, taking home the honors from a main event win, and gaining enough points to surpass the '98 champ Lonnie Pauley for the overall points championship, and the new West Coast Flat Track Series number-one plate.

Early in the evening it looked as if Mark Corsetti might get his first victory of the sophomore series, taking fast time of the night on his Corsetti Racing/Jim Hodges/Ron Wood Wood-Rotax. Brown was second, ahead of Rod Lake Racing's Paul Iwanaga, freshman Kenny Noyes on the lone L&M Husaberg in the dash, and Tony Souza, with the top six riders in the Trophy Dash later in the evening.

Lonnie Pauley, Steve Johnson, Jeff Johnson and Rob Damron filled out the fastest 10 Open riders, Jeff Johnson chosing to run the Open class only, after sewing up the Vintage championship at the previous round in San Jose. This gave the older crowd something for which to shoot. Ken Thiebaud put his Triumph twin at the top of the time trials list, with fellow twin racer Rod Spencer second. Joe Carrera and roundy-round philanthropist Rod Lake proved that the singles still had a shot at a win, taking the final two spots in the Oregon Cascade Water Vintage Dash for Cash.

Jeff Johnson read the starter's mind in the first heat, leading Steve Johnson and Anthony Giammanco into the first turn. Bob Cobb stopped the heat with a hard getoff in the first corner, taking his time to get up. He did not return to the lineup. Steve Johnson led the restart over Corsetti and Giammanco, with Corsetti taking over on the back stretch. Jeff Johnson passed Giammanco for third and pulled in behind Steve Johnson, heading after Corsetti. Steve Hlebo, on a DTX Honda CR500, and Paul Sanburn joined in with the front four riders. Corsetti pulled away, leaving Johnson and Johnson to tangle. Steve held the advantage, with Jeff third, ahead of Giammanco. Sanburn passed Hlebo for fifth.

Brown and Pauley continued their series duel in the second heat, with Brown timing the starter perfectly to lead the field. Pauley pulled in behind him, with Danny Casey on his tail. Bob Grant and Don Hart added to the battle, but Rob Damron dropped all of them back with an outside pass on the wide groove to move up to third spot. Brown finished the heat a straightaway ahead of Pauley and Damron, with Hart getting past Casey on the last lap.

Only the winner transfers directly to the main from the heats, and Paul Iwanaga made it clear that he wasn't about to ride a semi as he blasted off the line in heat three. John Hlebo and Danny Ritchie, on Ronnie Brown's Yamaha, gave chase. Jesse Sanchez, Steve Mayfield and Frank Sanchez also pulled in line. Jesse Sanchez ran it inside Ritchie in turn one at the same time Mayfield got the idea, and the two began trading rubber, Jesse Sanchez losing the rhythm long enough for Mayfield to take fourth and start working on Ritchie. Jesse Sanchez later tried to return the favor, sliding inside Mayfield, with no luck. The pair continued to bang on each other in the best tradition of short track racing. Both riders upped the pace, catching Ritchie on the front straight and going three-wide into turn one. Sanchez held the inside, Mayfield went the long way and Ritchie went to fifth. Iwanaga cruised to the third heat win ahead of Hlebo, Sanchez, Mayfield and Ritchie.

Souza led heat four wire to wire, with Noyes looking high and low for a way around. None was found. Kevin Bricker, Randy Bereman and Robert Seay fell in line.

Mike Gonzales put his Yamaha out front of the first Vintage heat, ahead of Thiebaud, Mark Legarra and a limping Cobb. David Nance and Eddie Mulder joined the race in the middle of the pack. Mulder soon was picking off riders, first Nance, then Cobb on the back stretch and through turn three. Thiebaud pulled along on the inside of Gonzales, and the pair locked elbows for several laps before Thiebaud got the better drive onto the front straight to take the lead. Mulder passed Legarra for third, and Cobb, later diagnosed with a fractured hip, hung on in fifth.

Spencer, Rick Reed and Dave Maxwell led heat two on a trio of Triumph twins, followed by Chris Rudy on an "iron XR" Harley. Rudy was soon left behind, as Jim Steet and Gary Ritchie both went around on a pair of Yamaha singles. Steet continued to charge, passing Maxwell for third. Spencer held on for the win ahead of Reed, Steet, Maxwell and Ritchie.

The continuing battle between Carrera and Lake was featured yet again in the third and final Open Vintage heat. Lake had to grab his backup bike when his primary ride refused to start. With everyone now running, the green light flashed, and Daryl Musto launched into turn one with the lead, followed by Carrera, Lake, Keith Bradford and Clyde Dennen.

Carrera quickly went around Musto's Honda single, while Lake also started looking for a way around, passing for second on the front straight. Carrera held the lead ahead of Lake, Musto and Bradford, while Butch Cochran moved past Clyde Dennen for fifth.

In the Open Vintage dash for cash for the four fastest vintage bike/rider combos, Spencer jumped out to an early lead, with polesitter Thiebaud on his rear tire. Thiebaud chose a low line through one and two, pulling alongside Spencer, but not soon enough to drive past. Carrera and Lake continued their rivalry, racing for the third place spot. Lake came into turn one down low to pull alongside Carrera in turn two and down the back straight. Thiebaud ran into three and four high, looking to square off four in an attempt to drive underneath Spencer, but came up short. Spencer took the win, Thiebaud was second and Carrera held off Lake for third.

Brown took to the point immediately in the Open trophy dash, with Iwanaga and Souza right behind him. Corsetti, after a horrible start, passed both Noyes and John Hlebo on the inside to pull into fourth, running in high in turn two, but squaring the corner and cutting inside of Souza for third. Hlebo made the last pass before the finish, getting around Souza for fourth. Corsetti was pushing hard to catch Iwanaga - pushing so hard the front tire was alternately skidding over the top of the braking bumps and hopping as it caught traction. Brown motored to the win, while Iwanaga stayed out in front of Corsetti. Hlebo, Souza and Noyes completed the dash.

Jesse Sanchez and Pauley finished one, two in the first semi, earning direct transfers to the main event, while John Hlebo took the second semi victory, towing Damron and Bricker to the A Main.

Clyde Dennen had his Norton twin out front of the Open Vintage B Main for a while, but was shortly dropped to third, as Gary Ritchie and Butch Cochran both went by in the fight for the lead. Cochran held on to take the win on his Triumph twin over Ritchie's Yamaha single, Dennen, Chris Rudy and David Nance.

Mayfield was definitely having an off night, even getting suckered into jumping the start in the B main. With Mayfield safely moved to the back row, Grant got the jump on the race, followed by Hart and Jeff Johnson. Johnson quickly got past Hart and Grant for the lead, leaving the pair to bang elbows. Mayfield had also made up ground, taking over fourth and looking after the leaders.

Giammanco pulled up on Grant, followed by Steve Hlebo and Paul Sanburn. Johnson was running low, protecting his lead, leaving Hart and Mayfield no choice but to run the high line to try and pass. All three riders ran side by side down the front straight and into turn one, where Mayfield pulled a slight lead, with Hart also slipping past to drop Johnson back to third. After saving the tankslapper of the night, Hart ultimately finished third, behind Johnson, but Mayfield made up the necessary ground to take the win in the B main.

Carrera led the JRC Engineering Open Vintage A main with his usual quick reactions on his stock framed TT500, but Spencer powered past on a Triumph twin on the back straight to take the lead. Thiebaud, also Triumph-mounted, was the last to pass Carrera, who picked up the pace and pulled in behind Thiebaud to make it a race. Singles and Twins mixed it up, with Triumph-mounted Rick Reed snagging fourth. Mike Gonzales and Rod Lake, almost clipping a cameraman in turn one, both ran around on Yamaha singles. Eddie Mulder, still stiff from his Pikes Peak adventure, ran seventh on a vintage XR Harley.

Lake began to work on Gonzales, diving into both one and three trying to make the inside line work, but losing momentum in the middle of the corner as Gonzales pinched off his line. Spencer, Thiebaud, Carrera and Reed held their spots to the flag, but Lake wasn't giving up, trying once more on

the inside of Gonzales, pulling alongside, but just not able to make the pass. Gonzales held fifth ahead of Lake, with Eddie Mulder in seventh, trailed by Keith Bradford, Gary Ritchie and Dave Maxwell at the checkered flag.

Brown, Iwanaga, Hlebo and Damron dropped the hammer and headed into turn one in the Open A Main, somehow getting all riders through without a mishap. Jesse Sanchez, Steve Mayfield and Tony Souza quickly joined the pack, with Mark Corsetti making up ground from a poor start.

Brown soon started clicking off lap after lap with precision, pulling out a lead over Iwanaga and Hlebo. Mayfield had passed Sanchez, and began to look for a way around Damron as Corsetti came through the pack to make the race three-wide around the banked oval's widening groove. Corsetti carried the speed on the outside of the group and headed after Hlebo in third. Mayfield also elbowed his way past Damron's Husaberg to take fifth. Souza grabbed a bigger handful and began to work on Damron, also trying the high line for the pass.

At the crossed flags, Corsetti and Mayfield continued to gain on Hlebo, while Souza's high line pulled him alongside Damron in turn one, the pair trading paint and rubber for the next lap. Souza's persistence paid off, giving him sixth and dropping Damron back to seventh. Hart and Noyes worked for position and were gaining on eighth-placed Jesse Sanchez. Noyes began searching for traction on the outside of Sanchez as the white flag came out, but slipped a little too high to grab hold of the track.

Brown continued to the win, making it look easy, with a gap to Iwanaga, who had a similar distance to Hlebo. Corsetti took fourth, close to Hlebo, with Mayfield also in the hunt in fifth. Souza, Damron, Sanchez, Noyes and Hart rounded out the top 10. CN

Watsonville Speedway
Watsonville, California
Results: July 17, 1999 (Round 4 of 4)

Open

FAST QUAL.: 1. Mark Corsetti (W-R).

DFC: 1. Ron Brown (W-R); 2. Paul Iwanaga (W-R); 3. Mark Corsetti (W-R); 4. John Hlebo (W-R); 5. Tony Souza (W-R); 6. Kenny Noyes (Hbg).

B: 1. Steve Mayfield (W-R); 2. Jeff Johnson (W-R); 3. Don Hart (W-R); 4. Anthony Giammanco (W-R); 5. Randy Bereman (W-R); 6. Paul Sanburn (W-R); 7. Danny Casey (W-R); 8. Brandon Inderbitin (Yam); 9. Miguel De Hoyos (W-R); 10. Steve Hlebo (Hon); 11. Jeff Gabhart (W-R); 12. Bob Grant (W-R).

A: 1. Ron Brown (W-R); 2. Paul Iwanaga (W-R); 3. John Hlebo (W-R); 4. Mark Corsetti (W-R); 5. Steve Mayfield (W-R); 6. Tony Souza (W-R); 7. Rob Damron (Hbg); 8. Jesse Sanchez (W-R); 9. Kenny Noyes (Hbg); 10. Don Hart (W-R); 11. Steve Johnson (W-R); 12. Anthony Giammanco (W-R); 13. Kevin Bricker (W-R); 14. Lonnie Pauley (W-R); 15. Jeff Johnson (W-R).

Open Vintage

FAST QUAL.: Ken Thiebaud (Tri).

DFC: 1. Rod Spencer (Tri); 2. Ken Thiebaud (Tri); 3. Joe Carrera (Yam); 4. Rod Lake (Yam).

B: 1. Butch Cochran (Tri); 2. Gary Ritchie (Yam); 3. Clyde Dennen (Nor); 4. Chris Rudy (H-D); 5. David Nance (Yam); 6. Bill Flett (Tri); 7. Kevin Deupser (Yam); 8. Richard Harrington (Hon); 9. Joe DiSalvo (BSA); 10. Brett Bemis (Yam); 11. Alan Shaw (Tri).

A: 1. Rod Spencer (Tri); 2. Ken Thiebaud (Tri); 3. Joe Carrera (Yam); 4. Rick Reed (Tri); 5. Mike Gonzales (Yam); 6. Rod Lake (Yam); 7. Eddie Mulder (H-D); 8. Keith Bradford (Yam); 9. Gary Ritchie (Yam); 10. Dave Maxwell (Tri); 11. Jim Steet (Yam); 12. Daryl Musto (Hon); 13. Butch Cochran (Tri); 14. Mark Legarra (Yam); 15. Clyde Dennen (Nor).

WEST COAST FT SERIES FINAL POINTS STANDINGS

OPEN: 1. Ron Brown (65/2 wins); 2. (TIE) Lonnie Pauley (1)/Rob Damron (53); 4. Mark Corsetti (47); 5. Steve Johnson (42); 6. Paul Iwanaga (39); 7. Don Hart (38); 8. (TIE) Jeff Johnson/Kenny Noyes (35); 10. Steve Mayfield (33); 11. John Hlebo (28); 12. Jesse Sanchez (27); 13. Geramy Rackley (25); 14. Billy Martin (23/1); 15. Robert Seay (20); 16. Toby Jorgensen (16); 17. Ryan Anderson (15); 18. A.J. Herrera (14); 19. (TIE) Anthony Giammanco/Tony Souza (13).

OPEN VINTAGE: 1. Jeff Johnson (72/3 wins); 2. (TIE) Art Fredenburgh/James Steet (34); 4. (TIE) Rod Lake/Joe Carrera (32); 6. Rick Reed (31); 7. (TIE) Jim Rosa/Keith Bradford (28); 9. Jeff Johnson (27); 10. Rod Spencer (23/1); 11. Don Frauenberger (22); 12. (TIE) Dave Maxwell/Ken Thiebaud (20); 14. Bob Cobb (19); 15. Daryl Musto (16); 16. (TIE) Tom Horton/John Proto/Gary Ritchie (15); 19. (TIE) Eric Weisler/Mike Gonzales (14).

AMA Mazda Trucks Motocross Nationals
Presented by Dunlop Radial Rover Light Truck Tires
SPRING CREEK
125/250 MOTOCROSS
NATIONAL WEEKEND
Millville, Minnesota
August 13th - 15th

Gates Open Thursday 5:00pm - 10:00pm
Gates Open Friday - Sunday, 6:00am-10:00pm

FRIDAY, AUGUST 13th
Donny Schmit Memorial Race
Sign up 9:00am - 12:00pm
Practice 11:00am - 5:00pm

SATURDAY, AUGUST 14th
7:00AM Donny Schmit Memorial Race
One Moto Format
3:30pm Pro Qualifying

SUNDAY, AUGUST 15th
Pro Motocross National
8:30am Practice
10:30am Pro Qualifiers
12:30pm Opening Ceremonies
1:00pm Races Begin
5:15pm Awards Ceremony & Charity Auction
5:30pm Autograph Session at North Pro Pits
EVENT RUNS RAIN OR SHINE

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Admission
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Camping and parking charges must be paid at the track entrance the weekend of the event.
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Saturday camping .....$50 per vehicle

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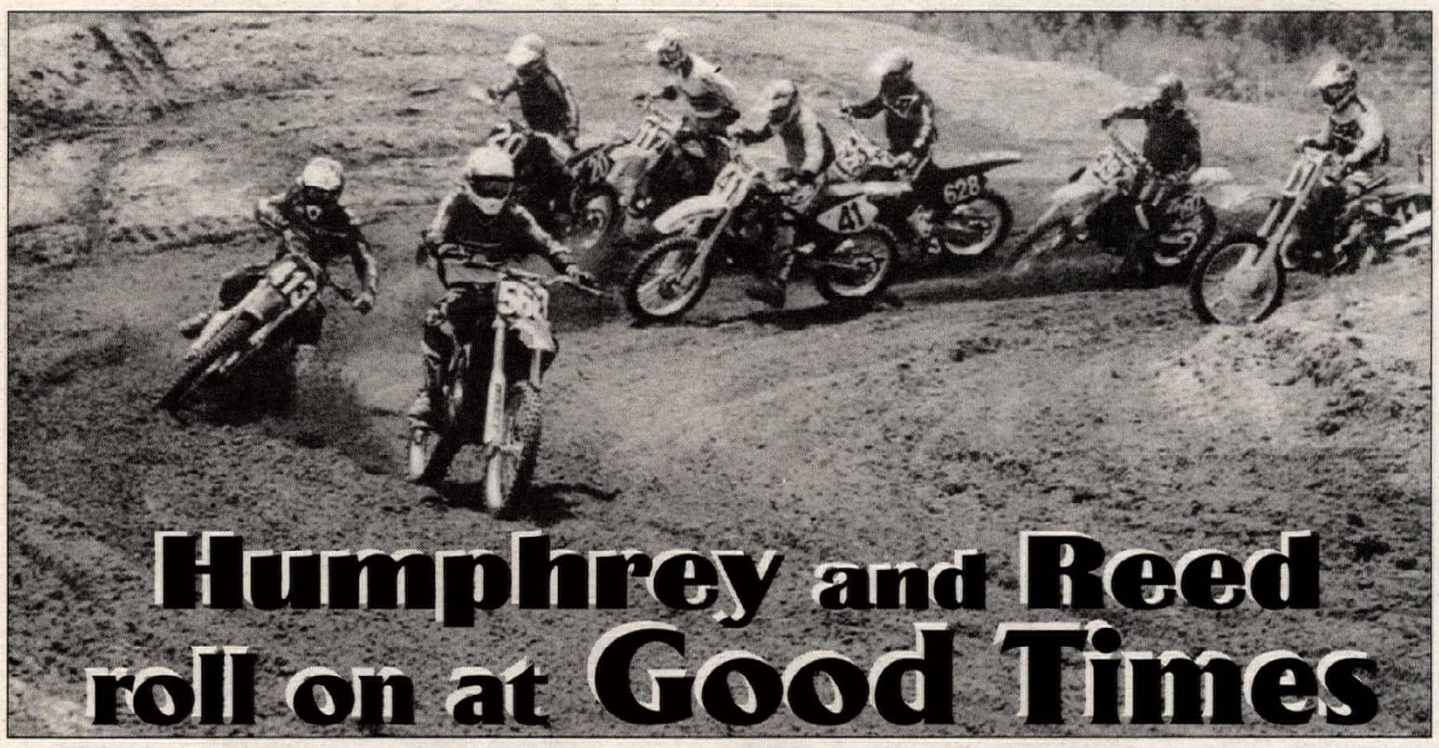

Cole Brown (568) gets the jump in the first 125cc Expert moto ahead of Robbie McQuary (413), Adam Montoya (20), Mark Thompson (41) and the rest of the pack at the Good Times Nationals at Mosier Valley USA.

Humphrey and Reed roll on at Good Times

By Deb Hershman

FORT WORTH, TX, JULY 10-11

The 22nd annual Good Times National at Mosier Valley USA was the top-drawing weekend event in Texas, even over a hot, humid and rainy weekend. Everyone knows that along with top-notch racing action, most Texas Nationals bring their fair share of rainy weather, and this year was no exception. Riders who have spent hours practicing in the rain and mud while their buddies were high and dry at home could proudly join the ranks of the best mud racers in the nation.

Continuing his stranglehold on the minibike ranks, Morris, Oklahoma's Colt Humphrey showed he could run in the mud as he earned perfect scores in both the Mini Stock and Mod 14-16, and the Mini Open, adding three national titles to his resume. The Honda of Houston/Thor/Dunlop-backed Humphrey's run at a fourth title was spoiled in the 100cc event by LCS/GS MXS-West's Waylon McCulloch of San Antonio, who won this title with 1-2 motos. Team Green's Nathan Davenport of Wiggins, Mississippi, clinched second place with 3-1 motos. Humphrey's 2-3 finish earned him third overall in his fourth event.

Oklahoman Chase Reed also proved his dexterity in the Texas mud as his perfect scores earned him titles in the 125cc Schoolboy, 125cc and 250cc Mod B classes. Originally entered in five classes, a hard crash in the second event on Saturday's program, the 125 Stock B class, rendered Reed unable to finish that race. The incident also scratched Reed from Saturday's 250 Stock B event. However, Sunday morning found Reed back at the gate, ready to race. Sponsored by Central Yamaha, No Fear, LCS and FMF, Reed charged hard in each event and won his motos with more-than-10-second margins of victory. In Schoolboy competition, Team Green/ Rat Racing/Clear Lake Kawasaki-backed Justin Smith held down second place unchallenged. The hottest battle in this event was for third. Kawasaki jockey Joe Bailey fought for position in both motos with CR rider Derek Kemp and Washington State transplant J.J. Pecsok, on a YZ. Kemp came out strong but ran into trouble in the mud, squeaking his way into the top 10 with 17-5 motos. Bailey and Pecsok, however, ran bar to bar in both motos until Bailey spun out in the mud in the final corner before the finish line in moto two, giving third to Pecsok. Bailey's quick reflexes kept him in fourth, however. YZ-powered Chance Staggs rounded out the top five in Schoolboy. After Reed's untimely crash in the first 125cc Stock Intermediate moto, Thousand Oaks Yamaha/Fox's Johnny Marley made up his mind to take home this title, and his big effort paid off with solid dual moto wins.

Reed came back strong in Sunday's 125cc Modified contest, as his LCS-powered Yamaha once again brought home two aces. "Explosive" describes the action in the war for second place, as NTY/Silkolene/MSR/Pro Circuit-sponsored Beau Boynton dueled with Marley. In moto one, Marley held off Boynton, but in moto two, Boynton was on a mission, and the two Yamahas diced it up with razor-sharp precision. Boynton, on fire, pushed his YZ to the edge as he outmaneuvered Marley to the checkers.

Keeping with the perfect-score theme, Plano Honda/JM Racing/FMF's Travis Elliott earned double titles, winning the 125cc and 250cc Expert classes.

Moto one of the 125cc Expert gate had GSMSX/Boulder Yamaha's Cole Brown of Natalia, Texas, out front with the lead, but Elliott whittled away at his rear fender on the early laps. Brown charged the track hard, but Elliott's determination won out as he took over the controls on the white-flag lap. In moto two, North Texas Yamaha/ Wiseco-backed Mark Thompson nailed the holeshot and went supersonic as Elliott applied pressure from behind. Thompson and Elliott left the other pro riders as they ran seven laps of heart-stopping race action. Thompson and Elliott diced for the lead, shaving rubber off each other's rear tires, until Thompson, in the lead, overshot a corner in the woods in lap five. Elliott jumped ahead as Thompson focused Elliott one last time in his cross hairs. On the white-flag lap, Thompson throttled hard to cut Elliott's four-second lead down to two and was still closing in on the leader at the checkers.

"Elliott was tough," Thompson remarked after the race. "I thought I had him until I overshot that berm in the woods and Elliott got past me. I knew I was catching him after that, and if there was one more lap, I think I could have gotten the lead back."

In the 250cc Expert contest, Elliott repeated his 1-1 score. The mud was a major obstacle in moto one, but Elliott pushed forward, winning with an 18-second lead. Plano Honda-backed Michael Peacock and Thompson dueled for second in the mud. Peacock threw in a few strong blocks to keep Thompson at bay and earned second in moto one for his efforts.

In moto two, Thompson jumped out of the gate and nailed the holeshot, with Plano Honda's Bryan Piccirelli joining the early battle for the lead. Elliott, who flew around the first corner in sixth place, fought to get around Nichols Suzuki/FMF-sponsored Nick Metcalf. Midrace, Elliott moved up to challenge Piccirelli in bar-to-bar midfield action. Getting past Piccirelli on lap four, Elliott focused on reeling in Thompson. On lap five, Elliott closed the gap but lost several seconds when he hit a kicker in the woods. Hitting the throttle hard, Elliott caught and passed Thompson in the holeshot corner on the white-flag lap and led to the checkers.

Wendell Simmons and his daughter Chelsea, of Kentwood, Louisiana, were the fastest family at the Good Times National. Backed by Moshpit Racing and Ginger's Ads & Novelties, Wendell claimed his two titles in the Over 30 Expert and Over 35 gates. Following in her daddy's footsteps, young Chelsea won dual titles in the Pee Wee 50cc contest with 1-1 motos and in the Teeny Mini Modified (4-6) class. In the Teeny Mini Modified, Chelsea powered her KTM to a 2-1 finish, taking the title away from moto one's winner, KTM-mounted Dillon Van Way of Lafayette, Louisiana.

Also earning his stripes in the mud, Riley Kurosky had the winning ticket in the Mini (12-13) ranks. LCS/Answer/GKP's Kurosky won his titles in the Mini Stock and Modified divisions. In the Stock division, Kurosky (who went 2-1) was chased by Bryan Zachary, who stepped up to the plate in moto two and chased Kurosky to the finish line. Zachary's 4-2 tally netted him second overall. Moto one's winner, Lance Hollister, received a DNR in moto two. In Sunday's Modified event, Kurosky won his title with 1-2 motos, battling with Hollister, who earned second overall with 4-1 motos.

The final two-title racer was Pro Action/FMF/WCA's Joseph Marburger of Mesquite, Texas. Marburger's first title was earned in the Mini Mini Stock (6-8) event, in which it was decided that only one moto would be run, due to the muddy conditions. On Sunday, Marburger won his second title in the Mini Mini Modified (6-8) class with a 1-1 tally. CN

Mosier Valley USA
Fort Worth, Texas
Results: July 10-11, 1999

P/W 50 - JR 50 (4-8): 1. Chelsea Simmons (Yam).

TEENY MINI STK (4-6): 1. Logan Van Way (KTM); 2. Justin Cornet (KTM).

TEENY MINI MOD (4-6): 1. Chelsea Simmons (KTM); 2. Logan Van Way (KTM); 3. Justin Cornet (KTM).

TEENY MINI STK (7-8): 1. Chaz Holladay (Cob); 2. Derek Barath (Cob); 3. Dillon Van Way (KTM); 4. Zeb Smith (Cob); 5. Sullivan Van Way (KTM).

TEENY MINI MOD (7-8): 1. Rodolfo Fernandez; 2. Dakota Owens; 3. Dillon Van Way (KTM); 4. Matthew Yost (Cob); 5. Zeb Smith (Cob).

S/TEENY MINI (6-9): 1. Brandon Willis (Cob); 2. Dillon Van Way (KTM); 3. Dakota Owens; 4. Zeb Smith (Cob); 5. Matthew Yost (Cob).

MINI MINI BEG (6-11): 1. Nico Dollar (Kaw); 2. James Flook (Kaw); 3. Dakota Owens (Kaw); 4. Steve Smith (Kaw); 5. Terra Stell (KTM).

MINI MINI STK (6-8): 1. Joseph Marburger (Kaw); 2. Justin Dickey (Kaw); 3. Chaz Holladay (Kaw); 4. Jeff Simmons (Kaw); 5. Derek Barath (Cob).

MINI MINI MOD (6-8): 1. Joseph Marburger (Kaw); 2. Jeff Simmons (Kaw); 3. Rodolfo Fernandez (Kaw); 4. Dakota Owens (Kaw); 5. Justin Dickey (Kaw).

MINI MINI MOD (9-11): 1. Marshall Smith (Kaw); 2. Levi Gilliam (Kaw); 3. Logan Melton (Kaw); 4. Kyle Cunningham (Kaw); 5. Jake Lowry (Kaw).

MINI MINI STK (9-11): 1. Kyle Cunningham (Kaw); 2. Tanner Moore (Kaw); 3. Richard White (Kaw); 4. Jake Lowry (Kaw); 5. Logan Melton (Kaw).

MINI SR BEG: 1. Justin Malcolm (Kaw); 2. Jed Kenny (Yam); 3. Kellen Carpenter (Kaw); 4. J.J. Simonelli (Hon); 5. Austin Flook (Yam).

MINI MOD (7-11): 1. Michael Pritchett (Suz); 2. Joseph Marburger (Suz); 3. Justin Mason (Kaw); 4. Lucas Windham (Yam); 5. Levi Gilliam (Kaw).

MINI STK (7-11): 1. Scotty Wennerstrom (Suz); 2. Joseph Marburger (Suz); 3. Brandon Knight (Kaw); 4. Logan Melton (Yam); 5. Levi Gilliam (Kaw).

MINI STK (12-13): 1. Riley Kurosky (Kaw); 2. Bryan Zachary (Kaw); 3. Cody Dickey (Kaw); 4. Steven Sampley (Yam); 5. Chase Guedry (Yam).

MINI MOD (12-13): 1. Riley Kurosky (Kaw); 2. Lance Hollister (Kaw); 3. Jose Fernandez (Kaw); 4. Cody Dickey (Kaw); 5. Bryan Zachary (Kaw).

MINI STK (14-16): 1. Colt Humphrey (Hon); 2. Nathan Davenport (Kaw); 3. Brandon Fulton (Hon); 4. Waylon McCulloch (Yam); 5. Nathaniel Benoit (Yam).

MINI MOD (14-16): 1. Colt Humphrey (Hon); 2. Waylon McCulloch (Yam); 3. Brandon Fulton (Hon); 4. Tyler Ellis (Hon); 5. Ernie Phillips (Suz).

MINI OPEN: 1. Colt Humphrey (Hon); 2. Brandon Fulton (Hon); 3. Nathaniel Benoit (Yam); 4. Brian Starnes (Hon); 5. Cody Drewek (Yam).

100 (0-16): 1. Waylon McCullough (Yam); 2. Nathan Davenport (Kaw); 3. Colt Humphrey (Hon); 4. Brandon Fulton (Hon); 5. Lance Hiser (Yam).

125 SCHBY: 1. Chase Reed (Yam); 2. Justin Smith (Kaw); 3. J.J. Pecsok (Yam); 4. Joe Bailey (Kaw); 5. Chance Staggs (Yam).

125 BEG: 1. Josh Honea (Yam); 2. Kevin Lizarraga (Yam); 3. Jason Jameson (Yam); 4. Ray Owens (Yam); 5. Kyle Phenix (Kaw).

125 STK NOV: 1. Dusty Fountain (Suz); 2. Jeremy Durrett (Kaw); 3. Adam Jennings (Yam); 4. Danny Waldrop (Yam); 5. Chance Staggs (Yam).

125 NOV MOD: 1. Jeremy Durrett (Kaw); 2. Dusty Fountain (Suz); 3. Billy Gartman (Yam); 4. Cody Rheinlander (Yam); 5. Danny Waldrop (Yam).

125 STK INT: 1. Johnny Marley (Yam); 2. Justin Smith (Kaw); 3. Beau Boynton (Yam); 4. Shane Doughty (Kaw); 5. Taylor Watts (Yam).

125 INT MOD: 1. Chase Reed (Yam); 2. Beau Boynton (Yam); 3. Johnny Marley (Yam); 4. Taylor Watts (Yam); 5. Justin Smith (Kaw).

125 OPEN AM: 1. Justin Smith (Kaw); 2. Beau Boynton (Yam); 3. Johnny Marley (Yam); 4. J.J. Pecsok (Yam); 5. Derek Kemp (Hon).

125 EX: 1. Travis Elliott (Hon); 2. Cole Brown (Yam); 3. Mark Thompson (Yam); 4. Nick Metcalf (Suz); 5. Bryan Piccirelli (Hon).

250 BEG: 1. Jordan Bates (Suz); 2. Jeraco Johnston (Kaw); 3. Michael Brown (Yam); 4. Andy Burger (Kaw); 5. Doug Phenix (Yam).

250 STK NOV: 1. David Tarnow (Kaw); 2. Bubba Bardwell (Yam); 3. Aaron Mitchell (Yam); 4. Jeremy Devers (Yam); 5. Ryan Williams (Hon).

250 NOV MOD: 1. Mike Odom (Hon); 2. Coy Hobgood (Suz); 3. Les Craig (Yam); 4. Kevin McGowen (Yam); 5. David Tarnow (Kaw).

250 STK INT: 1. Brent Miller (Yam); 2. McFly Sheel (Suz); 3. Ryan Dirks (Yam); 4. Ryan St. Cyr (Yam); 5. Bucky Hopwood (Yam).

250 INT MOD: 1. Chase Reed (Yam); 2. Derek Gerdes (Hon); 3. Ryan St. Cyr (Yam); 4. Ryan Dirks (Yam); 5. McFly Sheel (Suz).

250 OPEN AM: 1. Cory Young (Yam); 2. Ryan St. Cyr (Yam); 3. Coy Hobgood (Suz); 4. Chris Drummond (Yam); 5. Bucky Hopwood (Yam).

250 EX: 1. Travis Elliott (Hon); 2. Mark Thompson (Yam); 3. Michael Peacock (Hon); 4. Nick Metcalf (Suz); 5. Robby McQuary (Yam).

25+ NOV: 1. Scott Ruark (Suz); 2. Jeremy Devers (Yam); 3. Ryan Garnett (Yam); 4. Donnie Holcomb (Kaw); 5. Brian Nunes (Yam).

25+ INT: 1. Adam Cox (Kaw); 2. Greg Ingels (Kaw); 3. Steve Dennis (Yam); 4. Lee Upton (Kaw); 5. Denny Garley (Hon).

25+ EX: 1. Michael Peacock.

30+ NOV: 1. Bubba Bardwell (Yam); 2. Tom Settle (Kaw); 3. Donnie Holcomb (Kaw); 4. Wayne Simmons (Kaw); 5. Potts Thomas (Yam).

30+ INT: 1. Lee Upton (Kaw); 2. Jim Campbell (Yam); 3. John Lincoln (Kaw); 4. Adam Cox (Kaw); 5. Jack Lambert (Yam).

30+ EX: 1. Wendell Simmons (Yam); 2. Mike Klement (KTM); 3. Mark Rakestraw (Yam); 4. Mike Lambert (Kaw).

35+: 1. Wendell Simmons (Kaw); 2. Adam Cox (Kaw); 3. Bubba Bardwell (Yam); 4. Jim Campbell (Yam); 5. Randy Nerren (Hon).

40+: 1. Randy Nerren (Hon); 2. Steve McCombs (Yam); 3. Edward Hays (Kaw); 4. Potts Thomas (Yam); 5. Doug Phenix (Yam).

50+: 1. Jimmy Redwine (Yam); 2. Mike Lambert (Kaw); 3. Whitney Fanning (Kaw); 4. Gary Anderson (Yam).

LDS: 1. Snookie Tinnerman (Kaw); 2. Jacki Hudson (Kaw); 3. Andy Crofoot (Suz); 4. Kristi Myers (Kaw); 5. Wendy Dial (Kaw).

OPEN 500: 1. David Lux (Kaw); 2. Ryan Whitting (Yam); 3. Ryan Shoaf (Yam); 4. Mike Klement (KTM); 5. Ed Willoughby (Yam).

Results

Flat Track
New England Dirt Track Series
Jolly Roger Moto-Sports Park
East Lempster, NH
July 17
By Tony Manx

50 A
Travis Friend Yam
Richie Beauregard Yam
Brandon Beauregard Yam
Beau Lirette Yam
Alex Lyskawa Suz
50 B
Chris Todd
50 SR
Troy Estabrook Kaw
Michael Wagner Act
Brent Lyskawa Lem
James Rispoli Lem
Alex Guilbeault Kaw
60
Troy Estabrook Kaw
Michael Wagner Act
Cory Hildebrand Kaw
Alex Guibeault Kaw
Shane Narbone
80
Wayne Wagner Hon
Eric Casey Kaw
Craig Starzynski Kaw
Andy Reddington Yam
Michael Wagner Act
100
Scott Armstrong Hon
Alan Niles Hon
Sean Harvey Hon
Shawn Morin Hon
Doug Bailey Hon
125
Wayne Wagner Hon
Gary Stas Hon
Scott Armstrong Hon
Craig Starzynski Yam
Brian Hanes Hon
250 AM
Gary Stas Hon
Dave Marcil Hon
Joe Seraphin Hon
Ted Brisbois Hon
Joey Reddington Hon
250 PRO
Jack Wagner Hon
Curt Friend Yam
Don Prevost Hon
Rich Beauregard Hon
OPEN AM
Bill Wilkes Rtx
Ervin Lyskawa ATK
Josh Havill Hon
Craig Hall Hon
Galen Miller ATK
OPEN PRO
Dave Bettencourt Rtx
Shawn Morin Rtx
Don Prevost ATK
Rich Beauregard Hon
Curt Friend Yam
VINT L/W
Bob Bertrand Bul
David Casey Hon
Ray LaBounty Yam
John Nasuta Hon
T. Mann Yam
VINT H/W
Dave Bettencourt Bul
Yogi Hildebrand BSA
Joel Phelps Yam
Don Veitch Yam
Josh Havill Hon
SR
Rich Beauregard Hon
Mike Staback Rtx
Don Prevost Hon
Dave Marcil Hon
Mike Grandmaison Hon
S/SR
Dave Bettencourt Rtx
Yogi Hildebrand BSA
Don Prevost ATK
Ervin Lyskawa ATK
Alan Niles Hon

Motocross
AMA Best of Georgia Series
Round 6
Lazy River MX Ranch
Dalton, GA
May 28-29

50 SHAFT
Forrest Lane Yam
Clayton Schell Yam
Kayla Boswell Yam
Jesse Turner Yam
Kelby McAlister Yam
50 (4-6)
Tyler Moore Cob
Grant Ransdell Lem
Dylan Bantum Cob
Forrest Lane Pol
Zachary Freeberg Cob
50 (7-8)
Bubba Crosby Cob
Michael McArthur Cob
Dustin Solovitch Cob
Shane Bowlden Cob
Brad Johnson Cob
65 (7-9)
Kyle Keylon Kaw
John Maleske KTM
Justin Ashburn KTM
Bubba Crosby Kaw
Cody Miller Kaw
65 (10-11)
Matt Tisdale Kaw
Thomas Blackstock Kaw
Trey Johnson Kaw
Aaron Lundy Kaw
Larry Thorton Kaw
PRETEEN
John Maleske Suz
Gregory Roberts Suz
Bradley Wright Kaw
John Schwarz Kaw
Matt Tisdale Kaw
85 (7-11)
Austin Albers Yam
Luke Bunzendahl Yam
John Maleske Suz
Jase Lewis Hon
Bradley Wright Kaw
85 (9-13)
Austin Albers Yam
Luke Bunzendahl Yam
Jase Lewis Hon
Bradley Richard Suz
Joshua Moritz Hon
85 (12-15)
Drew Kain Yam
Zack Lundy Yam
Cory Cone Yam
Chris Ivey Kaw
Rob Wooden Hon
S/MINI
Drew Kain Yam
Zack Lundy Yam
Chris Ivey Kaw
Ty Conway Yam
Shawn Mayo Hon
YTH
Derrick Fisher Suz
Brian Gray Yam
Dash Lyle Suz
Cody Watford Suz
Siler Chapman Suz
125 BEG
Mic Carr Suz
Jon A. Cole Yam
Carl Holden Suz
Elizabeth Hanneman Kaw
Beth Scoggins Suz
125 A
Josh Whitmire Yam
Jarrett Tipping Suz
Jeremy Shuttleworth Yam
Chad Albritton Hon
125 B
Derrick Fisher Suz
Brian Gray Yam
Dash Lyle Suz
Christopher McCorkel Suz
Cody Watford Suz
125 C
Kyle Hochstetler Kaw
Daniel Hitchcock Yam
Josh Askew Suz
Tyler Morris Yam
Bryan Bellamy Yam
250 A
Jarrett Tipping Suz
Josh Whitmire Yam
Jeremy Shuttleworth Yam
Dwayne Bone Hon
Tommy Martin Suz
250 B
Casey Bullington Yam
Chris Addington Suz
Kevin Robinson Suz
Greg Day Suz
Michael Amos Kaw
250 C
Kyle Hochstetler Kaw
Josh Askew Suz
Claude Sewell Hon
Jeremy Oxford Yam
Ryan Elleby Yam
16-24
Greg Day Suz
Brad Hanby Yam
Bryan Bellamy Yam
Mic Carr Suz
Daniel Hitchcock Yam
25+
Mike Garrett Suz
John Lundy Suz
James Patterson Suz
Tommy Martin Suz
Darrell Sims
30+
Mike Garrett Suz
John Lundy Suz
Glenn Bates Kaw
Billy Scoggins Suz
Andy Alexander G-G
35+
Glenn Bates Kaw
Kevin Brulé Suz
Andy Jeffreys Suz
William Stoller Yam
Christopher Pittman Yam
40+
Kevin Brulé Suz
Billy Scoggins Suz
Vance Chase Hon
Kenny Hall Yam
Andy Jeffreys Suz

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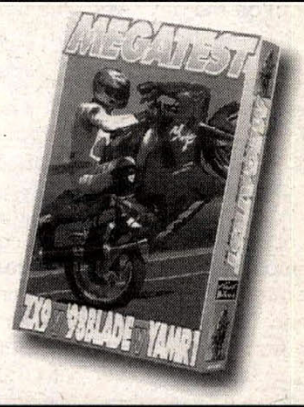

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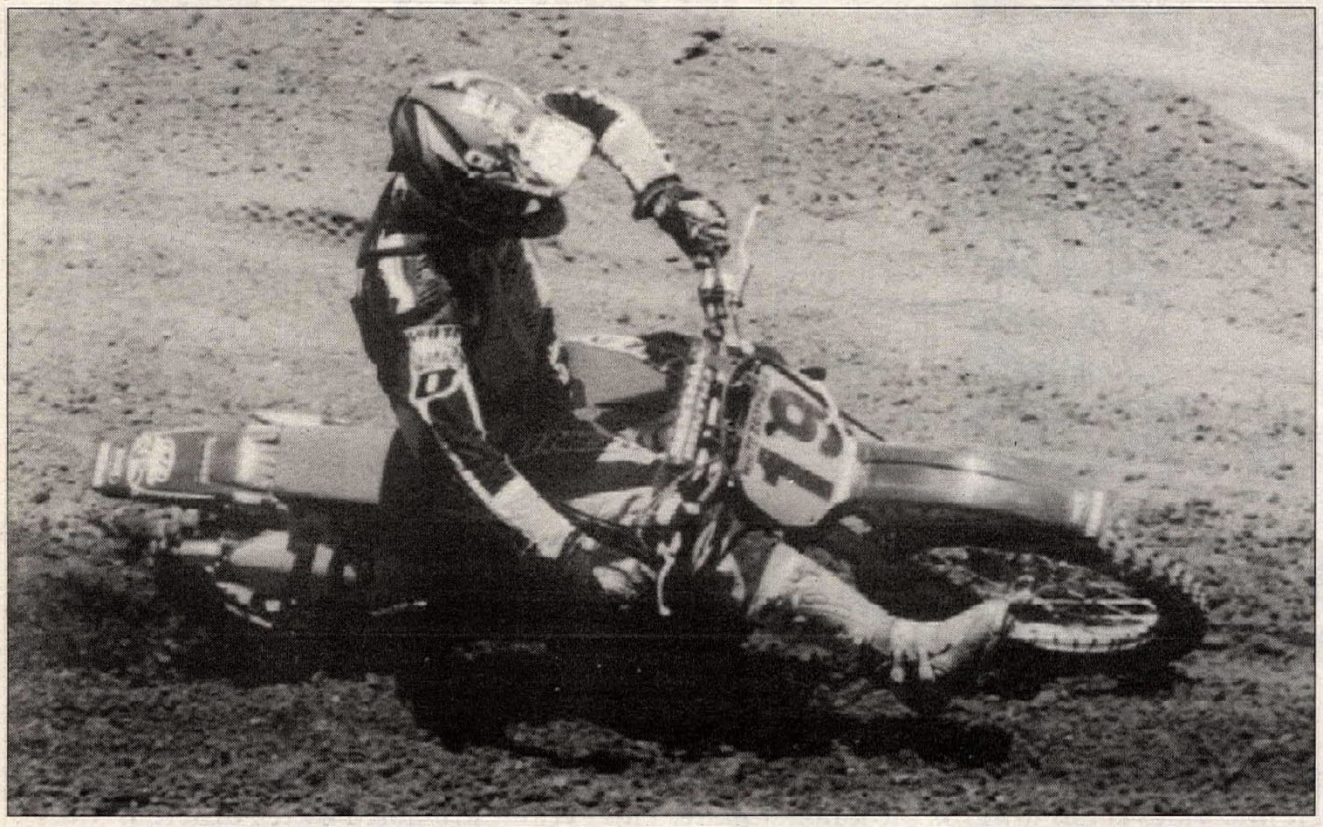
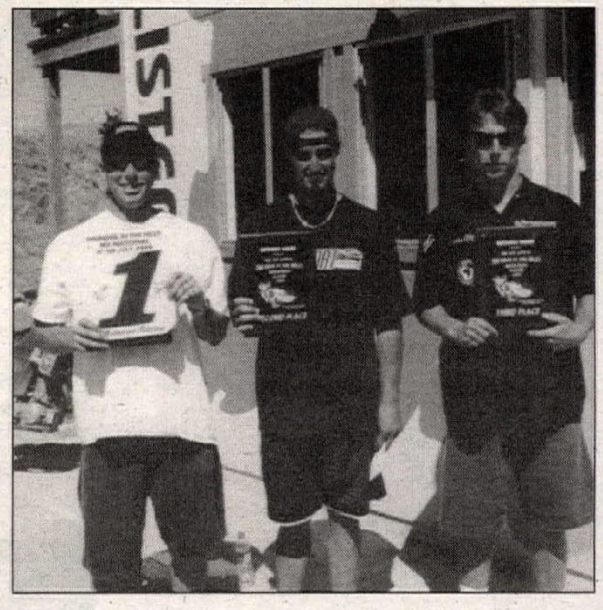
Southwestern Region Sound of Thunder Four-Stroke MX Series, Round 3





(Left) Spud Walters raced to two moto wins at round three of the Southwestern Region Sound of Thunder Four-Stroke race in Hollister, California.
(Above, left to right) Walters, second-placed Donovan Mitchell and third-placed Nathan Woods show off their winnings after the race.

Independence Day, Walters' Way

By Jim Enos
Photos by Don "Motofly" Mendehall

HOLLISTER, CA, JULY 4

While most celebrated the Fourth of July holiday with barbecues and fireworks, White Brothers/Yamaha/O'Neal/Shoei-backed Spud Walters chose to celebrate his independence with a top-podium finish at the third and final round of the Southwestern Region Sound of Thunder Four-Stroke MX Series. The win did not come easily, though, as local Pro Donovan Mitchell made Walters work hard, posting two solid second-place finishes for second overall on the day. And Mitchell injured his wrist at a race the night before, which made his finish here that much more satisfying.

Motowest Racing hosted the event, and the hills of Hollister were filled with the echoes of booming four-strokes - music to the ears of the man responsible for the series, Mike Young Sr. Comprised of three regions with three rounds taking place in each, the series will end with a final race to determine the champion.

"We have been averaging about 30 Pro riders per event, and the top 15 from each region will transfer to the finals," Young said. "It has been a good series, and we are still working on the location for the finals. I am pretty sure it will happen at Glen Helen Raceway."

As the gate filled for the start of moto one, most of the fans had their eyes on Walters and his Yamaha YZ400F. Walters had taken a strong second to Doug Dubach at round two and looked very fast in practice. But as the gate dropped, it was Team Alba/DSP/Pirelli-backed Tony Amaradio who grabbed the holeshot, with Mitchell and Nathan Woods in tow.

Amaradio had won the series opener and looked confident out front, while Walters got a less-than-stellar start in fourth and had his work cut out for him. In fact, Walters spent much of the moto battling with Woods over third, while Amaradio and Mitchell checked out. Amaradio opened up a secure lead early on, but began losing ground to the charging Mitchell, who eventually made a pass for the lead.

"I wanted to take the lead early and get away from those guys," the NCY/Axo/DeMarini/Arai-backed Mitchell said. "I got really pumped up on the starting gate to try and take away the pain in my wrist. It only worked for a while."

Making a charge from the third position was Woods. With Walters making a few bobbles here and there, the Powerhouse Yamaha/Troy Lee/Smith/Axo-backed Woods got away from Walters and quickly made his way up to Amaradio. In a few laps, Woods was past Amaradio and pressuring Mitchell for the lead. Woods made the pass with a gutsy outside line on the first uphill section, taking a lead that he would keep until the end.

"I wanted to keep Walters behind me early on," said Woods. "I found some good lines out there and concentrated on putting some distance on Mitchell."

With time running out in the first of the two 20-minute motos, Amaradio appeared to have third secured, but Walters' consistent laps got him around Amaradio in the closing laps.

"I hit a hay bale early on chasing Woods, and I let him get away," Walters said. "Tony (Amaradio) got a little wide on me, making it a little hard to pass. I'm looking forward to a better start in the second moto."

Walters' wish came true in moto two, as he found himself right behind Mitchell in the first turn. Amaradio and Woods followed, with Ben Shank rounding out the top five. The top four quickly set into a pace creating a nearly identical gap of three to four bike lengths separating each of them.

Mitchell, knowing a 2-1 score would give him the overall, appeared to give it all he could, hurt wrist and all. However, Walters, being the veteran he is, clicked off flawless laps and soon began pulling away from Amaradio and closing in on Mitchell. Mitchell knew Walters was right there, as he began looking back at Walters over the tabletops. Walters moved in for the kill and blew by Mitchell on the short straightaway section.

"I hung with Donovan (Mitchell) and just rode his pace," said Walters. "I slowly reeled him in and knew where he was behind me at all times."

Mitchell managed to stay behind Walters, even though Amaradio was closing in quickly. However, Amaradio got into a nasty swapper over a tabletop and just barely managed to hang on. The bobble appeared to take the wind out of his sails, and Mitchell hung tough to hold him off.

"I tried going fast as long as I could and my wrist got tingly," an exhausted Mitchell said. "Walters came up on me all of a sudden."

First-moto winner Woods, with the rough and dusty track conditions, just didn't look as smooth as in moto one, and spent the entire moto in fourth place. Shank once again rounded out the top five. CN

Southwestern Region Sound of Thunder Four-Stroke MX Series
Hollister, California
Results: July 4, 1999 (Round 3 of 3)

4-STRK OPEN PRO: 1. Spud Walters (Yam); 2. Donovan Mitchell (Yam); 3. Nathan Woods (Yam); 4. Tony Amaradio (Yam); 5. Ben Shank (Yam); 6. Willie Surrat (Yam); 7. Beau Baron (Yam); 8. Jason Chisum (Yam); 9. Kriss Keefer (Hon); 10. Alex Zapata (Yam); 11. Jason Murrell (Yam); 12. Josh Chisum (Yam); 13. Danny Hart (Hus).

Martin, again

By John Hopkins
Photos by Colin Fraser

ST. EUSTACHE, CANADA, JULY 11

In a season in which a number of new names are rising to the top of the Toyota Canada Superbike Championship, Quebec's Francis Martin is distinguishing himself as perhaps the most impressive of them all. The Canadian racer from Sherbrooke scored his second consecutive series win in round three at Circuit St. Eustache, near Montreal, aboard his Kawasaki ZX-7RR, and took over the Superbike points lead.

Martin grabbed the lead from Kawasaki ZX-9R rider Michael Taylor near the end of the opening lap and then held off the close attention of the two-time National Superbike Champion over the remaining 19 laps to score a narrow 1.10-second victory.

Jeff Williams, who held the points lead coming into St. Eustache, placed third on another Kawasaki ZX-7RR, but dropped to third in the standings. Martin leads with 139 points, while Taylor is second with 127 and Williams third with 122.

"I tried to get away early, but I could see Taylor was still on my rear wheel," said the 25-year-old Martin, who is in his first year as a factory Kawasaki rider, "so I backed off a little bit and just tried to keep him behind me."

Poor starts hurt Martin in the opening two races at Race City Speedway, but leaving the line was not an issue at St. Eustache. In Saturday's qualifying heat, Martin grabbed the lead off the front row and pulled away to a 4.79-second win over Taylor.

He made another good getaway at the start of Sunday's feature, but Taylor nailed the lights to perfection and was already pulling away from the line before any of the other front-row starters had even moved. Martin got away in second but moved underneath Taylor in the right-hander opposite the start/finish straight to take the lead before the end of the lap. Taylor ran in the young rider's wheel tracks but was unable to make a move on the tight and bumpy 1.2-mile circuit.

"He (Martin) was definitely faster in a few sections," Taylor admitted. "He made a lot of ground on the exit of the last corner. He was driving really well onto the front straight. The best corners traditionally for me are turns two and three, but near the end I was missing my apexes."

Taylor might have had a shot as the leaders hit heavy traffic over the final six laps, but instead Martin pulled out some breathing room.

"I really know this track, and maybe it was easier in traffic for me," said Martin, who raced extensively at St. Eustache as an amateur.

Martin and Williams were debuting World Superbike frames and swingarms on their ZX-7RRs.

"The new frame is very stiff," Martin said. "It's very bumpy here, but the bike is more stable with the new frame."

Neil Jenkins, who finished third in Saturday's heat race aboard his fuel-injected Suzuki GSX-R750, grabbed third at the start of the feature but quickly fell away from the leading Kawasakis. Williams, who ran fifth behind Benoit Pilon for the first five laps, caught him on lap eight and the two battled for the final podium spot the rest of the way. It was not until two laps from the end, with the duo hitting traffic, that Williams was finally able to get by coming off the back straight.

"I got stuck behind Benny for a while, so when I did get past, I knew I had to put my head down," said Williams, who was running a soft Dunlop rear tire to Jenkins' medium.

Jenkins settled for fourth and moved into fourth place in the Toyota Canada Superbike point standings with 102 points. Defending series champion Jordan Szoke, riding the Erion-built Honda CBR900RR, took fifth from Kevin Graham's Pepsi Yamaha YZF-R1 on the final lap. Graham was penalized for a jump-start, however, and dropped to 10th in the official results.

Pilon was promoted to sixth, the R1 rider battling suspension troubles on his bike all weekend, and Frank Trombino placed seventh on his Kawasaki ZX-7RR.

After retiring from the heat race and starting from the back of the 33-bike Superbike grid, Frank Wilson put on a tremendous ride to grab eighth on the BMR Racing/All Canada Express Suzuki TL1000R twin. His crew received the Toyota Tundra Schwinn Hard Luck Award for its perseverance.

John Sharrard placed an impressive ninth on his Yamaha YZF-R6 after his R1 lost its transmission in the qualifier.

(Above) Kawasaki of Canada teammates Michael Taylor (15) and Francis Martin (16) fight for the lead early in the Superbike race. Martin ended up the winner, posting his second consecutive win in a row. (Right, left to right) Runner-up Michael Taylor, winner Clint McBain and third-place finisher David Marcella celebrate the outcome of the Open Sport Bike race.

Calgary racer Clint McBain scored his second consecutive feature win in the International Motorcycle Supershow Open Sport Bike race aboard his Kawasaki ZX-9R.

Defending series champion Taylor grabbed the lead on his ZX-9R, only to run off the track at the start of lap three.

"Once I saw Mike go off, I knew I had my opportunity," said McBain after his first national victory away from his home track of Race City.

Taylor fell into a battle with the Yamaha R1 of Dave Marcella but held on for second and took over the points lead from Martin Gaudreault, who injured his hand in a testing fall earlier in the week and did not compete. Taylor now has 137 points to the 127 of Pilon, who finished fifth here, and McBain's 108.

Szoke was fourth on his Honda CBR900RR, while Jeff Sneyd passed Trombino on the final lap to grab fifth at the line. Both Sneyd and Trombino were penalized, however. Sneyd's Honda CBR600F4 came in under the 380-pound minimum-weight limit, while Trombino was called for a jump-start. They were dropped to sixth and 10th, respectively, in the final results.

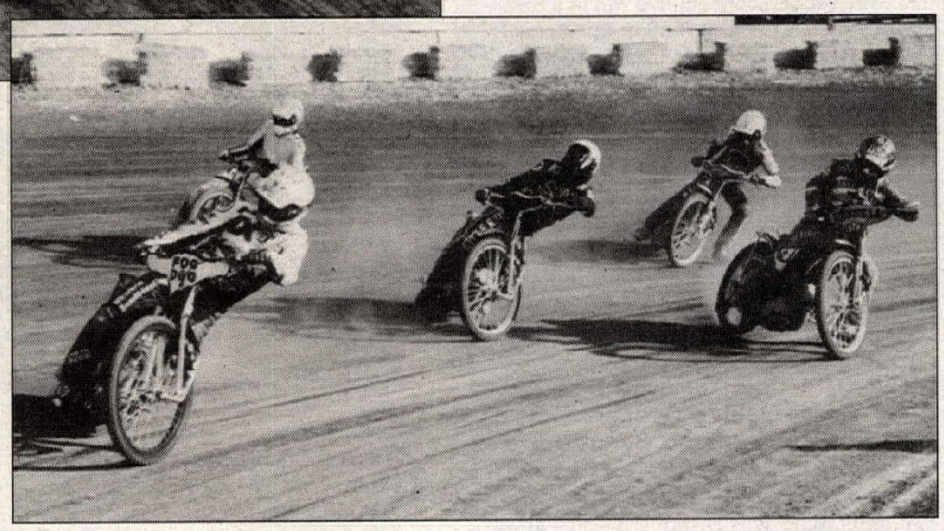
Linmley Clarke extended his lead in the Yoshimura 600cc Sport Bike standings with his first win of the season. The Yamaha YZF-R6 rider passed Sneyd on lap three of 15 and survived challenges from Martin's Kawasaki ZX-6R and the R6 of Jean-Francois Cyr. Cyr finished just 0.66 seconds behind Clarke in second place, while Martin held off Pascal Picotte protégé Kevin Lacombe for fourth.

"This track is so hard to pass on, you have to get to the front early," said Clarke. "I rode at 100 percent for those first three or four laps, then turned it down a bit."

Preseason favorite Owen Weichel, winner of the opening round at Race City, dropped out on lap two with clutch trouble on his Hyd Mech Saws/Transpro Freight/Janna Systems CBR600F4 and fell to fifth in the series standings.

Clarke already has a massive series lead with 154 points to the 95 of R6 rider Mark Orchard, who was sixth at St. Eustache, and to Cyr's 92. CN

Venegas takes the high way at Ventura



(Left) Charlie Venegas edged out the competition to take the victory in the Scratch main event at Ventura Raceway's Seaside Park.
(Below) "Mad Dog" McConnell puts the bite on his rivals in the Scratch consi as he rides to the win.

By Elaine Jones

VENTURA, CA, JUNE 27

It would be the only time this season that Speedway would get a long track to play on, and they couldn't have picked a better one than Ventura Raceway's Seaside Park. Originally built for speedway motorcycles, the track had not had one on its surface for four years. The Speedway show was the final event of the Motorcycle Extravaganza Weekend, with the best weather that had been seen in Ventura for a while. The Pacific Ocean was a stone's throw away, and promoter Cliff Morgan pulled out all the stops. As much as he wanted to, Brad Oxley didn't race but instead opted to make sure the track and the show were the best that they could be. He succeeded.

The format was an all-Scratch program, with three rounds of racing. Points in the five-man heats were awarded four-three-two-one-zero.

"Dukie" Ermolenko was set to go and ready for a long track like those he is used to riding overseas. The first heat saw Ermolenko put it to the rest of the field as he broke from the outside and outhorsepowered the rest of the field. Charlie "The Edge" Venegas was still trying to sort out his gearing but was a solid second, with Billy Janniro, the only rider from Northern California, third. Andy "The Enforcer" Northrup and "Smokin'" Joe Winston finished out the field.

The second heat was all "Steady" Scott Brant. Brant has always loved the big tracks, and he proved it, going wire to wire in the quick four-lapper. "Jammin'" Jim Estes was also running strong and finished a close second, while "Fast" Eddie Castro tried to make the outside work and finished third. Robbie Sauer and Bryan Thompson were fourth and fifth.

John "Boy" Aden put a nice ride together in the third heat, and even though his gearing wasn't quite where it needed to be, he pulled off the win. Shawn "Mad Dog" McConnell, who had flown in from Toronto, Canada, that morning, was second, with Randy "The Rocket" DiFrancesco third. "Gorgeous" Gary Hicks was having some big bike problems and he could do no better than fourth. Johnny Walker finished fifth and lost his motor, so his day was over.

The final heat had Bobby "Boogaloo" Schwartz show Gary "The Exterminator" Ackroyd and "Rockin'" Richard Jones the way around. Rick Pearce was unable to make the call as he, too, had suffered bike problems.

Brant liked that winning feeling so much that he made his next race a repeat as he started off the second round by cutting the best gate and going wire to wire. McConnell was a close second, with Northrup and Kit Nay picking up third and fourth.

Venegas cut the best gate in the second heat, but it was Castro working the outside who made the pass on the second lap to take the lead and the win. Venegas was second and Aden third. Winston and Sauer rounded out the field.

Janniro came alive in the third heat and looked very impressive, topping Hicks and DiFrancesco. Estes was fourth, and Schwartz, still trying to find a good combination for his gearing, finished fifth.

Ermolenko turned in another great ride in the final heat of the round and was now two for two. Ackroyd held off Jones for second, with Thompson fourth.

Brant and Ermolenko were tied with two wins each. Two points back, it was real crowded: McConnell, Castro, Janniro and Venegas. Two points behind that group were Hicks, Schwartz, Jones, Estes and DiFrancesco.

Venegas threw down the challenge as he led off the final round. From the outside gate, he was in the lead as they hit the first turn. Estes poured on the pressure and they raced close all the way, but he had to settle for second. Nay and Brad Sauer were third and fourth.

Janniro ensured himself a spot in the main as he went wire to wire in his final heat. Brant lost his hat trick with a second-place finish, and Ermolenko also had his parade rained on as he finish third. Hicks and Aden rounded out the field.

Castro ended his final heat in front of the hometown crowd with another win. McConnell was strongly challenging when Castro drifted out and McConnell was caught by a wheel and ended up going head over apple cart. He was able to restart and later thanked all the riders for not hitting him. Ackroyd was penalized on the restart for anticipating the gate and lined up on the 20-yard line. Castro went to work again, and McConnell was running second when he lost it in turn one. Winston got by Jones and Ackroyd to take second.

Northrup got on track in the final heat of the round. Schwartz got the best gate, but Northrup dialed it up and passed Schwartz, and DiFrancesco went right with him. Schwartz still seemed underpowered but had enough for third. Sauer and Thompson finished out the field.

The Scratch consi saw the pole go to Schwartz, with McConnell in two and Northrup in three. DiFrancesco was in four, with Estes and Aden in five and six. The gate went up and McConnell launched off the line and hit the first turn flying. Estes was right behind him and was putting on the pressure, trying to move McConnell off the low line.

McConnell doesn't "move" very easy, and with only four quick laps he was able to hold off Estes, and the win was his. Aden and Northrup were battling for third, and the nod went to Aden. DiFrancesco passed Schwartz on the white-flag lap for fifth.

The Scratch main had Castro on the pole, with Janniro in two and Brant in three. Venegas had drawn four, with Ackroyd and Ermolenko in five and six. All were riding lay down Jawas. Brant got the gate, but it was Venegas who turned the throttle wide open, went out in the dirt, and made the pass down the back straight to gain the lead by an eyelash as the riders came around on lap one. From there on out, it was the Venegas-and-Brant show as they battled for every inch of dirt. Castro threw himself into the thick of things, but he could do no better than third. Ermolenko was trying to get on track but couldn't find a line that would get him by anyone, and he had to settle for fourth. Janniro gave a very good account of himself but he was just outhorsepowered and had to settle for fifth. Ackroyd couldn't get going and sixth was his.

The Sidecar main became a battle between the brothers Matherson aboard the Mission Yamahas. The pole went to Bill Matherson and Dale Leeder, while John Matherson and James Eiland were in two. The three gate went to Alan Hall and Jack Straw, with Steve Morrow and Chris Chapman in four. Morrow and Chapman cut the best gate, but it was the big Yamaha of Matherson and Eiland that took the lead at the end of one. Morrow and Chapman tried to come back, but on the white-flag lap Matherson and Leeder ran them down on the backstraight and locked into second, and that is where they stayed. When the checkered came out, it was Matherson and Eiland and Matherson and Leeder running one-two. Morrow and Chapman were third, with Hall and Straw fourth.

Shawn McDougall led the troops from start to finish in the Support main. Michael Mattocks and "Gnarley" Bill McCarley battled for second, with Mattocks coming out on top. Tom Buckingham, Kit Nay and Billy Lyons finished out the field. CN

Ventura Raceway Seaside Park
Ventura, California
Results: June 27, 1999

SCR: 1. Charlie Venegas (Jaw); 2. Scott Brant (Jaw); 3. Ed Castro (Jaw); 4. Dukie Ermolenko (Jaw); 5. Billy Janniro (Jaw).

SCR CONSI: 1. Shawn McConnell (GM); 2. Jim Estes (Jaw); 3. John Aden (Jaw); 4. Andy Northrup (Jaw); 5. Randy DiFrancesco (Jaw).

SDCR: 1. J. Matherson/J. Eiland (Yam); 2. B. Matherson/D. Leeder (Yam); 3. S. Morrow/C. Chapman (Yam); 4. A. Hall/J. Straw (Yam).

SUP: 1. Shawn McDougall (Jaw); 2. Michael Mattocks (Jaw); 3. Bill McCarley (Jaw); 4. Tom Buckingham (Wes); 5. Kit Nay (Jaw).

Garner gleans the gold

(Above) Dakota Garner was the king of the pee wees at the fourth annual Mini Motocross Nationals, taking a fantastic four class wins.
(Left) Sean Collier conquered the competition in three classes.

By Greg Robertson

PALMDALE, CA, JULY 11

Cobra tamer Dakota Garner crushed the competition at Los Angeles County Raceway in Palmdale during the fourth annual Thousand Oaks Yamaha/California Racing Club's Mini Motocross Nationals.

Unusually humid conditions at the High Desert track didn't seem to faze Garner, who won seven out of eight motos entered to claim four Pee Wee-class victories. Kawasaki Team Green's Sean Collier was also in a class of his own, taking wins in the 80cc (12-13), Supermini and 80cc Pro classes.

There were also some big winners off the track. Along with the numerous freebies thrown out into the crowd during the trophy presentation at the end of the day, a couple of $100 and $500 college scholarships were raffled off. Grand-prize winners included Charlie Fox, who won a new Yamaha PW50, and David Norris, who held the winning ticket for a 2000 Yamaha TTR90 four-stroke.

On the track, Collier started out his perfect day with a wire-to-wire romp in the first Supermini moto aboard his ThousandOaks/N-Style/Shift/FMM-backed Kawasaki. Chris Norr finished second, ahead of Anthony Barbacovi and Garrett Warren. Louie Santiago held down third in the early stages, but a couple of crashes dropped him to sixth, behind Mike Epstein.

Warren grabbed the second-moto start, but Collier knifed under him coming out of the whoops on the opening lap to steal the lead and then disappear for the win. Warren held off Santiago to go 4-2 for second overall. Barbacovi fought back from a last-place start to earn third on a 3-4 performance.

The 80cc (12-13) class was more of the same for Collier: A couple of good starts turned into seemingly easy wins. Ryan Roybal had no problem bringing his CR80 across the line for a pair of runner-up finishes. Ricky Parks and Michael Brewer argued over third in both motos, with Parks coming out on top in moto two. David Norris rounded out the top five.

Collier got around a fast-starting Santiago early in the opening 80cc Pro moto and eventually pulled out a 20-second lead by the time the checkers fell. Norr gated in third but went down on the first lap and had to make his run for the money from last place. Santiago also took an LACR soil sample and finished well back. Tye Hames, who was the youngest rider in the field, worked his way around Warren to finish in second place. Norr bounced back for fourth, ahead of Epstein and Barbacovi.

Hames and Santiago ran out front until Collier zapped them both. Collier continued on uncontested to take home the first-place money. Hames finished all by himself for a well-deserved second overall. Warren went 3-3 for third, with Epstein holding off Barbacovi on the final lap to go 5-4 and earn the final money-paying position of fourth.

Garner's toughest competition of the day came in the form of KTM-mounted Cody Farrar. Farrar picked up the win in the first Pee Wee Advanced moto, but Garner retaliated with the tie-breaking second-moto win. Michael Truglia went 3-3 to top fellow KTM riders Dalton Costahaude and Christopher Bracket for third overall.

Garner also kept Farrar at bay throughout the Super Pee Wee (4-6) and Pee Wee Open classes for a pair of overall wins. Keith Robinson outran Chris Deeds and Chris Plouffe for third in the 4-6 class. Robinson returned for another 3-3 showing to defeat Marcus Carrillo and Deeds in the Open races.

The Pee Wee 60cc class also belonged to the Pro Choice/O'Neal/Uni-backed Garner, who went 1-1 for yet another win. Armando Aguilar flew his KTM to 3-2 finishes ahead of Plouffe and Tyler Hemme.

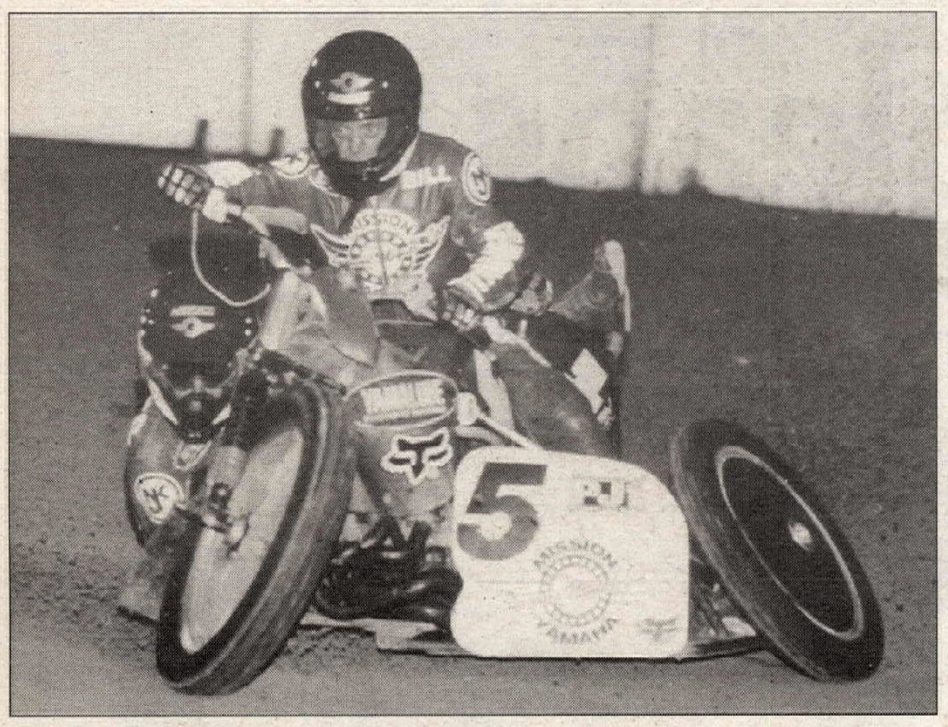
Robert Memoli went four for four to dominate the 60cc (9-11) and 80cc (7-11) classes. Ados Bakchis and David Medina had a great battle in the second 60cc moto, with Bakchis pulling away on the white-flag lap to earn the second-place trophy. Garrett Norr went 2-2 behind Memoli in the 80cc class.

It looked like Memoli was on his way to wrap up his third class win on the day, after cruising home with the first 60cc Open moto win, but a second-moto fall handed the overall to Trent Pugmire on a 2-1 score. A shaken Memoli got back up to finish 1-7 for fourth overall, behind the 3-2 of Casey Huntley and the 5-3 of Preston Lundin.

The Jiron brothers, Alan and Roberto, cleaned up in the 60cc and 80cc Beginner classes, respectively. Alan Jiron ran off with the 60cc Beginner first-moto victory over Dana Dreier and J.B. Peek. Tyler Hemme came back to smoke everyone in the second moto, but a crash-induced eighth in round one held him to fifth overall. Jiron's runner-up finish was good enough for the win over the consistent 3-3 rides of Peek. Roberto Jiron aced both 80cc Beginner motos on his Suzuki, ahead of Huntley. Timothy McDaniel's 4-3 score earned him third, topping James Sendlebach and Tiffany Smith. CN

Los Angeles County Raceway
Palmdale, California
Results: July 11,1999

P/W YAM BEG: 1. Matthew Popp (Yam); 2. Panos Bravos (Yam); 3. Zachary Townsend (Yam).
P/W YAM ADV: 1. Kyle Prince (Yam).
P/W 50 BEG: 1. Kayl Kolkman (KTM); 2. David Hill (ATK); 3. Jeff Lockley Jr. (KTM); 4. Calvin La Curelle (Pol); 5. Colton Sanders (KTM).
P/W 50 ADV: 1. Dakota Garner (Cob); 2. Cody Farrar (KTM); 3. Michael Truglia (KTM); 4. Dalton Costahaude (KTM); 5. Christopher Bracket (KTM).
S/P/W (4-6): 1. Dakota Garner (Cob); 2. Cody Farrar (KTM); 3. Keith Robinson (Cob); 4. Chris Deeds (KTM); 5. Chris Plouffe (KTM).
S/P/W (7-9): 1. Michael Truglia (KTM); 2. Armando Aguilar (KTM); 3. Dalton Costahaude (KTM); 4. Marcus Carrillo (Lem); 5. Christopher Bracket (KTM).
P/W 60: 1. Dakota Garner (Cob); 2. Armando Aguilar (KTM); 3. Chris Plouffe (KTM); 4. Tyler Hemme (KTM).
P/W OPEN: 1. Dakota Garner (Cob); 2. Cody Farrar (KTM); 3. Keith Robinson (Cob); 4. Marcus Carrillo (Lem); 5. Chris Deeds (KTM).
P/W 70: 1. Collena Saul (Hon).
60 BEG: 1. Alan Jiron (Kaw); 2. J.B. Peek (Kaw); 3. Dana Dreier (Kaw); 4. Curtis McLellan (Kaw); 5. Tyler Hemme (Kaw).
60 (4-8): 1. Trent Pugmire (Kaw); 2. Casey Huntley (Kaw).
60 (9-11): 1. Robert Memoli (Kaw); 2. Ados Bakchis (Kaw); 3. David Medina (Kaw); 4. Nick Sanchez (Kaw); 5. Preston Lundin (Kaw).
60 OPEN: 1. Trent Pugmire (Kaw); 2. Casey Huntley (Kaw); 3. Preston Lundin (KTM); 4. Robert Memoli (Kaw); 5. David Medina (Kaw).
80 BEG: 1. Roberto Jiron (Suz); 2. Casey Huntley (Kaw); 3. Timothy McDaniel (Yam); 4. James Sendlebach (Suz); 5. Tiffany Smith (Yam).
80 (7-11): 1. Robert Memoli (Yam); 2. Garrett Norr (Suz); 3. Anthony Charette (Yam); 4. Kyle Jenkins (Kaw); 5. Mick Sanchez (Suz).
80 (12-13): 1. Sean Collier (Kaw); 2. Ryan Roybal (Hon); 3. Ricky Parks (Yam); 4. Michael Brewer (Hon); 5. David Norris (Hon).
80 (14-16): 1. Garrett Warren (Kaw); 2. Adam Taki (Kaw); 3. Dustin Nowak (Yam); 4. Jimmy Patrick (Yam); 5. Chris Norr (Hon).
S/MINI: 1. Sean Collier (Kaw); 2. Garrett Warren (Kaw); 3. Anthony Barbacovi (Yam); 4. Louie Santiago (Hon); 5. Mike Epstein (Yam).
80 PRO: 1. Sean Collier (Kaw); 2. Tye Hames (Kaw); 3. Garrett Warren (Kaw); 4. Mike Epstein (Yam); 5. Anthony Barbacovi (Yam).
SPRT: 1. Chris Heckman (Yam); 2. Clifton Warren (Yam); 3. Ray Ritzler (Kaw); 4. Jef Harriott (Yam); 5. Ray Becker (Kaw).
O/T NOV: 1. Art Jung (Kaw); 2. Charles Watanabe (Hon); 3. Bruce Hoover (Kaw); 4. Bob Klatt (Kaw); 5. Hal Grady (Kaw).
O/T AM: 1. Don Meiner (Yam); 2. Charles Howell (Yam); 3. Dennis Tooman (Kaw); 4. Jeff Hawthorne (Suz); 5. Richard Bealer (Yam).
O/T EX: 1. Layman Gattis (Yam); 2. Larry Williams (Yam); 3. Greg Robertson (Hon); 4. Herbert Allen (Kaw); 5. Gary Willison (Kaw).
O/T MSTR A: 1. Jef Harriott (Yam).



(Left) Bill Matherson and Dale Leeder won the main event at the Orange County Fair Sidecar Championship.
(Above) Kyle Garro was the winner of the 80cc (12-15) class at the Fourth of July motocross at Red Bud.

Sidecar Championship At The Orange County Fair

Matherson & Leeder the leaders

By Elaine Jones

COSTA MESA, CA, JULY 9

Bill Matherson and Dale Leeder captured the Sidecar Championship on the opening night of the Orange County Fair in Costa Mesa before an enthusiastic crowd of fans. The format was a simple one: three rounds of heat races, with the top four in points advancing to the main, and the second four to the consi. The points earned were three-two-one-zero.

In the first round, the first heat had the gate go to Steve Morrow and Chris Chapman as they broke from the pole and were the first to the corner. John Matherson and James Eiland, the other half of the Mission Yamaha team, were off second, but as they came out of four, they were moved off the groove by Bob Brayton and Dwayne King. They would finish in that order. The final team of Scott Cole and Leya Cravens, the only male/female team racing, had bike problems and became spectators in the infield.

In the second heat, Matherson and Leeder cut the best gate and were gone. Alan Hall and Chris Jones were a close second, which speaks well for this team, as Jones replaces an injured Dirk Votaw and this was their first time out. Third went to Joe Petragalovic and Mike Moreno. Petragalovic has not raced in over three years, and Moreno usually swings with Jeff Carr.

The final heat saw the Ducati-powered bike of Stuart Glass and Deion Stokes in the lead. This hybrid bike uses a car tire for a rear wheel and looks as if it could be used as a drag bike. Dave Stephens and Jeff Medberry, another "new" team, were working out the bugs and went out second but were passed on the last lap by Mike Gilmour and Foster.

Brayton and King started off round two with a perfect race, leading from start to finish. Cole and Cravens made an awesome pass out of four on the white-flag lap to take second over Glass and Stokes.

Matherson and Leeder were on a roll and continued their perfect night, going wire to wire to beat Bill's brother, John Matherson, and Eiland. Petragalovic and Moreno rounded out the field.

The final heat of round two was a rough one. Morrow and Chapman went out on top, with Hall and Jones running second. With one lap in the books, Gilmour and Foster got all out of shape down the front straight and hit Stephens and Medberry. They in turn went head over apple cart, and the fuel tank on their Honda blew apart. Both driver and swinger were able to walk off under their own power, but the bike and the team were done for the night. On the restart, it was again Morrow and Chapman out first, and that is where they stayed. Hall and Moreno followed them home. Gilmour and Foster went out on the white-flag lap with a broken hose.

In the final round, Brayton and King had an easy time of it, as they were never seriously challenged. Hall and Jones were a solid second, with Petragalovic and Moreno third. Brayton and King were in the final.

Bill Matherson and Leeder came away with the hat trick, sealing their spot with a wire-to-wire go. By virtue of their second, which came with a pass on the white-flag lap, Morrow and Chapman would also have a spot in the final, while Glass and Stokes came up short and finished their night in the consi. John Matherson and Eiland had no trouble dealing with Cole and Cravens, the only team able to make the final heat. There would be still one more hurdle for two teams, as there was a tie in points for the final spot in the main, and the runoff would be between John Matherson and Eiland, and Hall and Jones. Hall and Jones gave it all they had but were out-horsepowered by Matherson and Leeder and would have to settle for the consi.

If one can have a walk in the park for a race, this was what Glass and Stokes had, as they blew away the competition in the consi. The throaty Ducati got on track and walked away from the rest of the field. Hall and Jones have to feel pretty good about taking second, as this was a first-time pairing, and to jell so quickly speaks well for both of them. Petragalovic and Moreno also have to feel pretty good, as they gave more than a good account of themselves. The bike appeared to be a bit sluggish, and with a fine tuning, things could be very different. Cole and Cravens spun out on the first lap and they had a very disappointing night, never quite getting on track.

Bill Matherson and Leeder drew the pole, with Brayton and King in two. Morrow and Chapman loaded into three, and on the outside were John Matherson and Eiland. The gate came up, and it was Bill Matherson and Leeder out on top, with Brayton and King a very close second. John Matherson and Eiland were running third, with Morrow and Chapman fourth. All were trying to find racing room and a hole to get through. They were close enough to throw a blanket over, but no one made a mistake, and they finished in the order in which they started. CN

Orange County Fairgrounds
Costa Mesa, California
Results: July 9, 1999

SDCR: 1. B. Matherson/D. Leeder (Yam); 2. B. Brayton/D. King (Hon); 3. J. Matherson/J. Eiland (Yam); 4. S. Morrow/C. Chapman (Suz).
SDCR CONSI: 1. S. Glass/D. Stokes (Duc); 2. A. Hall/C. Jones (Kaw); 3. J. Petragalovic/M. Moreno (Kaw); 4. S. Cole/L. Cravens (Yam).

Red Bud Track and Trail Fourth of July MX

Ezerins earns it

By Larry Witmer

BUCHANAN, MI, JULY 3

Eron Ezerins earned big Suzuki bucks under the lights at the traditional Fourth of July MX amateur event. Ezerins won the 125cc A and Over 25 classes, but he would settle for second overall in the 250cc A division.

The event featured a 20-minute fireworks display, the first fireworks show put on by Red Bud in its 26 years of racing. The class winners of the evening were treated to great awards by Dunlop, Thor, FMF, Scott USA.

Red Bud's night track had a complete face lift, with sand switchbacks, big (but safe) tabletops, and new lighting. The more than 600 riders in attendance loved the changes, and the night racing went well into the night.

Ezerins got things under way in the 125 A class with a holeshot, with Suzuki rider Connie Feist second and Jason McDonald third.

Ezerins checked out on the 20-rider field as Feist back slid in the field when McDonald and Austin Squires came ripping past in the sand pit. Feist crashed shortly after and retired from the race. Florida's Brian Young recovered from a bad start and moved up to fourth to challenge for second. Ezerins came home the first-moto winner, with Squires holding off McDonald for second. Brian Young was fourth and Dan Young fifth.

Ezerins gated perfectly again for moto two but had more competition this moto from McDonald, Squires and Brian Young. Dan Young was on the move in the early laps, playing catch-up to the leaders. Ezerins turned up the wick on the second lap to pull a small two-second lead over the battle of McDonald and Squires.

Squires got by McDonald on the fourth lap in the upper sand switchbacks leading into the downhill tabletop with an inside line. McDonald slipped back one more position when Brian Young struck on the outside of a rocker section for third.

Ezerins brought his Suzuki home for the win, with Squires closing in for a close second. Brian Young had the third spot wrapped up but crashed in the finish line right-hand corner, eventually remounting for fifth. This gave third to McDonald, and fourth to Dan Young.

Larry Witmer took his Answer/Maxima/FMF RM to the win in the popular Over 30 Expert division over a talented - and packed - 35-rider field.

Witmer ripped the holeshot on his Forward Motion Suzuki in the opening moto. The track was watered and slick, and a first-corner pileup took out John Sier and his Kawasaki. Sier remounted and eventually caught up to third. Up front it was all Witmer, with Feist running a distant second to the checkers.

The second moto saw another first-corner pileup, but John Sier came around the first corner with the holeshot over Witmer and Feist. It was a three-way freight train for the leaders. Feist stuffed his way past Witmer for the runner-up spot, but Witmer came back with the same style of pass that Feist had just executed. Witmer made that pass stick and he pulled out a small advantage over Feist. Sier had a two-second lead over Witmer that he would take to the checkers on his Factory Connection/FMF/RK KX. Witmer took second, which was good for the overall. CN

(Left) Jeff Matiasevich (111) leads first-time Pro D.J. Umphres (7) and Andrew Labrador (8) in the 250cc Pro portion of the IMS StadiumCross at Glen Helen Raceway Park. (Above) Despite appearances, 250cc/Open A rider Dustin Gibson did not get lost in the trees when he went to Summer Camp, but placed second overall at the Mid-South/SERA-sanctioned event.

Results

AUTO SS (4-8): 1. James Robert (Yam); 2. Shelby Landis (Yam); 3. Sara Roberts (Yam); 4. Steve Laughlin (Yam); 5. Travis Smith (Yam).

AUTO (4-6): 1. Jacob McCraner (Cob); 2. Eric Saunders (Cob); 3. Austin Nelson (Lem); 4. Max Hughey (KTM); 5. Dillon Knezevich (KTM).

AUTO (7-8): 1. Talon Hodgeson (Cob); 2. James Robert (Cob); 3. Joe Tarver (Cob); 4. Chad Cooley (Pol); 5. Tyler Baylis (Pol).

60 BEG: 1. Houston Davis (Kaw); 2. Joshua Barrett (Kaw); 3. Wyatt Gilmore (Kaw); 4. Nic Nelson (Kaw); 5. Joe Tarver (Kaw).

60 (7-11): 1. Joel Jager (KTM); 2. Robert Chada (Kaw); 3. Shane Sewell (KTM); 4. Brett Wagner (Kaw); 5. Brandon Cooley (Kaw).

80 BEG: 1. Brent Miller (Hon); 2. Justin Gidding (Yam); 3. Kyle Durham (Hon); 4. Steven Horton (Kaw); 5. Austin White (Suz).

80 (7-11): 1. Josh Lichtle (Suz); 2. T.J. Auten (Suz); 3. Travis Sewell (Hon); 4. Brian Goodricke (Yam); 5. Shane Sewell (KTM).

80 (12-15): 1. Kyle Garro (Hon); 2. Nick Vaughn (Kaw); 3. Brad Ripple (Suz); 4. Nathan Barrett (Kaw); 5. Roy Horton (Suz).

80 OPEN: 1. Josh Lichtle (Suz); 2. Kyle Garro (Hon); 3. Nathan Barrett (Kaw); 4. T.J. Auten (Suz); 5. Brent Miller (Hon).

125 (12-15): 1. Tom Osmialowski (Suz); 2. Mitch Sluder (Kaw); 3. Brian Schuiteman (Kaw); 4. Glenn Manning (KTM); 5. Ross Martin (Suz).

16-24: 1. Joey Sly (Hon); 2. Jeremy Hughson (Yam); 3. Jon Logan (Yam); 4. Kenny Ryan (Yam); 5. Robby Vodicka (Suz).

25+: 1. Eron Ezerins (Suz); 2. Jay Wagner (Yam); 3. Keith Sheldon (Suz); 4. Connie Feist (Suz); 5. John Sier (Kaw).

30+: 1. Larry Witmer (Suz); 2. John Sier (Kaw); 3. Connie Feist (Suz); 4. Sean Noland (Suz); 5. David Bowman (Suz).

35+: 1. David Brill (Kaw); 2. Rick Walsworth (KTM); 3. Tom Hurd (Suz); 4. David Mack (Kaw); 5. John Wolfe (Kaw).

40+: 1. Larry Witmer (Suz); 2. David Bowman (Suz); 3. Todd White (Suz); 4. Ron Timmoms (Hon); 5. Bob Benjamin (Kaw).

50+: 1. Jack Watson (Yam).

125 A: 1. Eron Ezerins (Suz); 2. Austin Squires (Suz); 3. Jason McDonald (Suz); 4. Dan Young (Yam); 5. Brian Young (Yam).

250 A: 1. Austin Squires (Suz); 2. Eron Ezerins (Suz); 3. John Sier (Kaw); 4. Keith Sheldon (Suz); 5. Jason McDonald (Suz).

250 B: 1. Jamie Beckett (Suz); 2. Chris Gallt (Kaw); 3. Jon Burleson (KTM); 4. Jeremiah Badgley (Suz); 5. Lee Fleischmann (Hon).

WMN: 1. Jessica Snyder (Kaw); 2. Jolene Van Vugt (Kaw); 3. Cara Chada (Kaw); 4. Kristina Sundal (Yam); 5. Heather Zylstra (Hon).

NON-CUR: 1. Konrad Johnson (Hon); 2. Dave Jackson (Hon); 3. Don Laine (Hon); 4. Jason Adams (Hon).

IMS StadiumCross

Matiasevich returns

By Beth LaRock

SAN BERNARDINO, CA, JULY 2

Team IMS ProSeries/John Burr Cycle-sponsored D.J. Umphres chose the Friday night IMS StadiumCross at Glen Helen Raceway for his debut as a 250cc Professional racer. Little did he know, he was going to be taking on past National Champion Jeff "Chicken" Matiasevich.

Although Matiasevich claims he no longer enjoys racing, he still appears to have a strong competitive spirit. Coming through the combined 125/250cc Pro gate in fourth, he passed 250cc Pro Jason Dubin and 125cc Pro Andrew Labrador to take second before the first lap was over.

Matiasevich and Umphres ran bar to bar through the main whoop section before rubbing elbows in the U-turn. Matiasevich took the lead. While Umphres was off-balance, Labrador passed him for second.

Matiasevich continued to develop a strong lead while Umphres charged hard to regain second. Labrador stuck his front tire in a rut, allowing Umphres and Dubin to pass. Finishing in first through fourth were Matiasevich, Umphres, Labrador and Dubin.

After the first moto, Matiasevich reiterated his dislike for racing.

"I keep in good shape," he said. "I like to ride, but not race."

Umphres, however, was very enthused about the first moto.

"I'm real happy with my finish," he said. "This was my first race as a Pro. He (Matiasevich) has got many National Championships."

Matiasevich got a better start in the second moto, following Umphres through the holeshot turn in second. Labrador and Dubin followed close behind. Umphres appeared to relax more in the second moto. He settled down into a smooth rhythm, blocking Matiasevich through every turn for three laps. The two racers had the crowd on their feet as they came through the spectator triples bar to bar. Matiasevich turned up the heat, taking the inside of the next turn. As the riders bumped bars, Matiasevich took command, capturing first. Matiasevich carried the lead to the finish, followed by Umphres, Labrador and Dubin.

Umphres was again pleased with second place.

"I beat Dubin and Labrador, and both of those guys are top contenders in Supercross," he pointed out. "I'm looking forward to my next race out here." CN

Glen Helen Raceway Park
San Bernardino, California
Results: July 2, 1999

P/W (4-6): 1. David Meade (Cob); 2. Brett Downey (Cob); 3. Ty Keenom (Cob); 4. Bryce Stewart (Cob); 5. C.J. Barham (Cob).

P/W (7-8): 1. Nic Paluzzi (Cob); 2. Johnny Jelderda (Lem); 3. Scott Noble (Cob); 4. Blake Baggett (Cob); 5. Michael Truglia (KTM).

60 (0-8): 1. Trent Pugmire (Kaw); 2. Richard Sterling (Kaw); 3. Cody Tithof (KTM); 4. Scott Noble (Kaw); 5. Cody Jackson (Kaw).

60 (9-11): 1. B.J. Bohrer (KTM); 2. Mark Proscelle Jr.; 3. Andy Straight (KTM); 4. Charles Pearson (KTM); 5. Greg Fouts (KTM).

80 BEG: 1. Kris Paluzzi (Yam); 2. Roberto Jiron (Suz); 3. Charles Pearson (Kaw); 4. Tyler Sievers (Kaw); 5. Phillip Aube (Kaw).

80 NOV: 1. Andrew Petrie (Kaw); 2. Kevin Hunter (Yam); 3. Jeff Vaughn (Kaw); 4. Justin Mulford (Kaw); 5. Dan Bartz (Suz).

80 INT: 1. Jeff Loop (Yam); 2. Paul Pearcy (Suz); 3. Mark Proscelle Jr.; 4. Jarred Browne (Yam); 5. Robert Memoli (Yam).

80 EX: 1. Jimmy Nelson (Yam); 2. Sean Collier (Kaw).

125 BEG: 1. Mike Smith (Yam); 2. Mike Paluzzi; 3. Jeff McClure (Yam); 4. Juan Ordonez (Hon); 5. Candace English (Hon).

125 NOV: 1. Gabriel Obeso (Yam); 2. Jon Davidson (Kaw); 3. Blake Buckamier (Yam); 4. Jeremiah Johnson (Kaw); 5. Justin Myers (Yam).

125 INT: 1. Sean O'Connor (Yam); 2. Josh Cavanaugh (Yam); 3. Jeremiah Moore (Hon); 4. Cory Gibbons (Yam); 5. Erik Meyer (Yam).

125 PRO: 1. Andrew Labrador (Yam).

250 BEG: 1. Kyle Shimek (Kaw); 2. Anthony McFarland (Hon); 3. Mark Farabaugh (Yam); 4. Doug Covey (Hon); 5. Robert Docis Jr. (Hon).

250 NOV: 1. Mike Wilson (Yam); 2. Bill Rohde (Yam); 3. Garrett Mathews (Hon); 4. Jake Smith (Hon).

250 INT: 1. Jimmy Robinson (Yam); 2. Bryan Bruno (Yam).

250 PRO: 1. Jeff Matiasevich; 2. D.J. Umphres (Yam); 3. Jason Dubin (Suz).

Mid-South Summer Camp Series, Round 6

Gibson goes to Camp

by Debbie Allen

WEST POINT, TN, JUNE 27

The Mid-South Summer Camp Series opened its gates for another co-sanctioned event with SERA. The North Alabama Trail Riders Association laid out the 7.5-mile track at a new location for its 186 competitors. The rider turnout was equally divided between Mid-South and SERA racers, but it was SERA rider Jerry Gibson who came in tops overall.

"This was a perfect track," Gibson commented. "They couldn't have done any better."

Third off the start, Gibson wasted no time in catching up to Mid-South rider Lance Smith, who had claimed the holeshot. Smith fell about halfway into the lap, and Gibson made his move for second place in the AA class. Performance Cycle/Red Line/Fox-backed Gary Hendricks came through the first lap in first place, and Gibson followed in 20 seconds.

"During my second lap," Hendricks said, "my brakes got hot, and I pulled over to put some water on them. Jerry passed me immediately."

Lance soon followed.

The Hattiesburg Cycles-backed Gibson gained a 50-second lead on his second lap, and he got faster on each of the remaining two laps. His last lap was the fastest lap of all, and he came in with a two-minute lead on 250cc/Open A-class Mid-South rival Dustin Gibson.

Lance Smith continued in second place on the second lap, while Gary Hendricks was down by 20 seconds, and Sarge's Cycles/Oakley/Fox-backed P.A. Allen was on Hendricks' rear tire. On the third lap, Smith pulled over to remove a vine, which set him back, and Hendricks and Allen continued their Mid-South battle in front of him.

Meanwhile, 250cc/Open A rider Dustin Gibson pulled into the scoring tent in third place on his third lap, but during his last lap, just before the end of the race, he laid out new trail to get around four riders, including Smith and Dustin's main contender in the 250cc/Open A class, Clint Robinson.

Allen also jumped in front of Hendricks' bike seconds before the checkered flag.

"While I was out front," Hendricks said, "I thought, 'Man, that rider is coming up fast behind me.' Then I looked to my side and it was P.A. who shot out in front of me."

Allen came through the tent to grab second place in the AA class while Hendricks reached for third. A few lapped riders passed through, and then Dustin Gibson pulled into the tent for first place in his 250cc/Open A class.

Allen was 10 seconds down from Dustin Gibson's time, so Dustin came in second place overall, while Allen was third overall. Hendricks claimed fourth overall, and Robinson grabbed fifth place overall. CN

Mid-South Summer Camp Series/SERA
West Point, Tennessee
Results: June 27, 1999 (Rounds 6/2)

O/A: 1. Jerry Gibson (Yam); 2. Dustin Gibson (Yam); 3. P.A. Allen (Suz); 4. Gary Hendricks (Kaw); 5. Clint Robinson (Yam).

AA: 1. Jerry Gibson (Yam); 2. P.A. Allen (Suz); 3. Gary Hendricks (Kaw); 4. Lance Smith (Kaw); 5. Nathan Knight (G-G).

250/OPEN A: 1. Dustin Gibson (Yam); 2. Clint Robinson (Yam); 3. Jeremy Ketchum (KTM); 4. Scott Turner (Kaw); 5. Brian Hudson (Yam).

VET A: 1. Bennie Waldrop (Yam); 2. Jimmy Ward (Kaw); 3. Mark Herron (KTM).

200 A: 1. Carsten Cagle (Kaw); 2. Clay Hedgepath (KTM); 3. Ian Sherwood (KTM); 4. Robert Clark (KTM); 5. Jerry Castleman (Kaw).

250 B: 1. Mark Wood (Hon); 2. Ed Boardwine (Kaw); 3. Jason Dickey (Suz); 4. Brian Petty (KTM); 5. Chad Earl (Kaw).

200 B: 1. Derek Bratcher (Kaw); 2. Jason Lindley (Yam); 3. Eddie Paseur II (Kaw); 4. Mark Bradshaw (Kaw); 5. Dave Jones (G-G).

SR B: 1. Gary Copeland (Kaw); 2. Edwin Petty (KTM); 3. John Manning (G-G); 4. Ronnie Hackett (Suz).

S/SR: 1. Carl Ivey (KTM); 2. Bruce Diplacido (Yam).

250/OPEN C: 1. Jason Wafford (Yam); 2. Todd Gillespie (Kaw); 3. Adrian Gervals (Kaw); 4. Kimball Clayton (Yam); 5. Pauly Pannell (Hon).

200 C: 1. Chris Conner (Hon); 2. Richard Barrett (Kaw); 3. Danny Bir (Yam); 4. Sean Somber (Hon); 5. Tim Henderson (Hon).

VET C: 1. Randy Crump (KTM); 2. Scott Lynch (Kaw); 3. Dennis Holden (Kaw); 4. Bill Easter (Suz); 5. Danny Moore (Suz).

4-STRK C: 1. Ricky Doores (Yam); 2. Patrick Maxwell (Suz); 3. Eric Meeks (Kaw); 4 Heath Sutton (Hon); 5. Joel Gateley (Yam).

BEG: 1. Mike Fruechiz (Hon); 2. Randy West (ATK); 3. Jeremiah Perry (Hon); 4. Aaron Johnson (Hon); 5. Steve Lanicu (Hon).

JR: 1. Josh Miller (Hon); 2. Jeff Parke (G-G); 3. Russell Huddleston (Kaw); 4. Cal Hall (Yam); 5. Cole Leonard (Suz).

Donaho, Dehn do the deed at Midway Motocross

By George and Karen Hodkinson

KELLOGG, MN, JULY 4

Both Pat Donaho and John Dehn came away race victors in their respective classes during motocross action at the Midway Recreation Park. Donaho did so in the 125cc A class, winning both motos. In the Mini Open division, Dehn went 1-2 to take the overall on his KX80, and then went on to win the 80cc (12-13) overall with a 2-1 score. The event brought out just under 400 entrants and also held a memorial to former Over 40 racer Jim Bracy, who passed away from a heart attack one year ago.

In 125cc A action, Donaho took easy moto wins, as many of the state's top A riders were at the Red Bud national a few hours away. Regardless, Donaho showed exactly why he is a multi-time state champ and former amateur national front-runner and contender. He easily won both 125cc A motos in front of second-placed Jay Scherbring. Third went to Joe Hurd.

The 125cc B class saw Matt Judnick take the overall win with a 1-2 moto score on his YZ125. Nathan Broughton went 5-1 for second overall. Judnick nailed down the holeshot in moto one, in front of Jared Lewis and Tony Robertson and the rest of the 15-rider field, as Broughton was struggling in the back of the pack in the early stages of the race. Judnick went on to take the win, leading from start to finish. Lewis held second at the end, followed by Robertson, Jesse Johnson, Broughton and Cody Bennett.

Moto two saw Judnick again nail down the start as a few riders were caught in a first-turn pileup, including Robertson and Bennett. This time, Broughton was in second off the start and proceeded to reel in and eventually pass Judnick for the moto win. Second place in the moto was good enough for Judnick to claim the overall. Johnson took third, Lewis fourth, Joshua Carlson fifth and Jesse Peltier sixth.

In the first moto of the Mini Open (10-15) class, Brett Ohland grabbed the early lead in front of John Dehn on his KX80 and the rest of the 13-rider pack. Ohland led the race until the white flag, and then he started to slide all over the track with a flat tire. Dehn gladly took over the lead as Ohland nursed the bike on the final lap to take sixth at the finish. Behind Dehn was Scott Ehlenfeldt, with Jeremy Girard third, Spencer Dally fourth and James Easler fifth. For moto two, Ohland found some air and a fresh tube for his back tire and came out with a vengeance, nailing the holeshot by sneaking past Ehlenfeldt in turn one. Dehn moved into second on the first lap, but with the overall in hand, he didn't press Ohland too hard for the lead. Ohland went on to take the moto win, which was good enough for third overall. Dehn took second in the moto, for the overall win. Ehlenfeldt, Easler, Girard and Dally rounded out the top six.

Results

MICRO MINI (4-6): 1. Cole Seaton; 2. Justin Regenscheid; 3. Brad Burt; 4. Darrell Luttrell; 5. Corbin Kosloski.

MICRO P/W (4-8): 1. Cody Yule; 2. Jake Struzyk; 3. Mario Frasson; 4. Kurt Ohnsorg; 5. Chris Pautzke.

MICRO MINI (7-8): 1. Joe Ettesvold; 2. Lucas Peters; 3. Kyle Ohland; 4. Cory Vandal; 5. Bryan Klavetter.

P/W: 1. Bruce Dehn; 2. John Heinlein III; 3. Ryan Dungey; 4. Matt Ahlers; 5. Chad Schmidt.

MINI JR (7-11): 1. Spencer Dally; 2. Jeremy Girard; 3. Jade Dungey; 4. Bruce Dehn; 5. Jesse Aanerud.

MINI JR (12-13): 1. John Dehn; 2. Scott Ehlenfeldt; 3. James Easler; 4. Joe Meyer; 5. Bryan Bresnahan.

MINI SR (14-15): 1. Brett Ohland; 2. Tony Ahlers; 3. Chris Costello; 4. Charlie Mell; 5. Matt Heise.

OPEN MINI (10-15): 1. John Dehn; 2. Scott Ehlenfeldt; 3. Brett Ohland; 4. Jeremy Girard; 5. James Easler.

YTH: 1. Matt Judnick; 2. Jared Lewis; 3. Jesse Johnson; 4. Brad Guetter; 5. Josh Carlson.

16-24 A: 1. Jay Scherbring; 2. Joe Hurd.

16-24 B: 1. Cody Bennett; 2. Richard Kissner; 3. Clayton Carlson; 4. Tony Robertson; 5. Josh Carlson.

16-24 C: 1. Travis Woodward; 2. Brandon Peters; 3. Brian Blek; 4. Jason Erickson; 5. Jared Anderson.

25+ A: 1. Richard Burns; 2. Rusty Sorensen; 3. Brad Erickson; 4. Darwin Frideres; 5. Matt Ludescher.

25+ B: 1. Kirk Hungate; 2. William Krenik; 3. Todd Osman.

25+ C: 1. Corey Pettis; 2. Jason Tieben; 3. Ron Stewart; 4. Thomas Keilen; 5. John Litterer.

VET A: 1. Rusty Sorensen; 2. Dan Marcotte; 3. Doug Bohn; 4. Scott Ruegg; 5. Thomas Peterson.

VET B: 1. Kirk Hungate; 2. Todd Osman; 3. Mike Goodman; 4. William Krenik; 5. Chris Peterson.

VET C: 1. Mark Jones; 2. Mike Osowski; 3. Mike Voegele; 4. Kye Longtin; 5. Mike Diehl.

SR 40+ A: 1. Dana Koenig; 2. Jerry Schultz; 3. Fred Fredrickson; 4. Dave Hencir.

SR 40+ B: 1. Mark Goodrich; 2. John Jesse; 3. Richard Stella.

SR 40+ C: 1. Mike Saunders; 2. Robert Mika; 3. Dan Schrautuegel; 4. James Larson; 5. Brian Voserich.

S/SR 50+: 1. Jerry Schauer; 2. Richard VanBremer.

WMN: 1. Samantha Hogy; 2. Jennifer Brunette.

125 A: 1. Pat Donaho; 2. Joe Hurd; 3. Jay Scherbring; 4. Bob Williams; 5. Josh Carlson.

125 B: 1. Matt Judnick; 2. Nathan Broughton; 3. Jared Lewis; 4. Jesse Johnson; 5. Josh Carlson.

125 C D-1: 1. Justin Melges; 2. Bennie Peterson; 3. Casey Tollefson; 4. Tyler Kadlec; 5. Lucas Koenig.

125 C D-2: 1. Nick Goodman; 2. Brandon Peters; 3. Jason Erickson; 4. Brad Miller; 5. Matt Sauer.

250 A: 1. Dan Marcotte; 2. Doug Bohn; 3. Tim Hanson; 4. Jerry Schultz; 5. George Hodkinson.

250 B: 1. Richard Kissner; 2. Ryan Stevenson; 3. Chad Johnson; 4. Matt Boe; 5. Mike Bottoefson.

250 C: 1. Travis Woodward; 2. Jeremiah Johnson; 3. Joe Dubord; 4. Jared Anderson; 5. Roan Stewart.

Boyesen, Boccadori brilliant at Hurricane Hills MX

By Jim Sanderson

CLIFFORD, PA, JULY 11

Dag Boyesen, the 1998 Over 25 Amateur National Champion, and Danny Boccadori dominated the Over 30 A and 250cc Open C classes, respectively, at a regular District 6 points race hosted by Tom Hurd Promotions at the Hurricane Hills Sports Center. Just fewer than 250 racers signed up to race the 25 classes slated for the day's program. Racers were treated to a beautiful summer day and the best track conditions of the season. Temperatures in the mid 70s and a nice breeze made for a truly enjoyable day.

Boyesen absconded with the holeshot in the first Over 30 A moto and never looked back. Boyesen had an 11-second advantage by the halfway mark of lap one. Trailing him were John Giambra, James Fischer, Mark Pillion and Doug Henry. Pillion passed Fisher on lap three to take third, dropping Fisher to fourth. Shortly after Pillion moved up to third, he pulled off with apparent mechanical problems. Boyesen was gone by the end of lap three with a 20-second lead, and he tripled for the crowd at the checkered flag. The moto went in the books as Boyesen, Giambra, Fisher and Henry.

Boyesen duplicated his great start for the second Over 30 A moto and was gone by the start of lap three. In tow were Fisher, Giambra, Pillion and Henry. Pillion managed to move up to second by lap three, dropping Giambra to third. Henry held on to fourth and Fisher DNF'ed with mechanical problems. Boyesen was tripling for the crowd, and the second Over 30 A moto finished as Boyesen, Pillion, Giambra and Henry.

Danny Boccadori, racing his new 1999 RM250 for the second time, blew the pack away with a great start and the early lead. Trailing were William Heras, Bill Matthews, Jeff Ort and Michael Swan. Near the end of lap one, the top five were Boccadori, Matthews, Ort, Heras and Daniel Deemie. The top five spread out early in the moto and the order remained unchanged until the last lap, when Deemie passed Heras for fourth. Boccadori took the checkers with a 16-second lead. Trailing him were Matthews, Ort, Deemie and Heras.

Boccadori, pumped after his great start and first-moto win, managed to do it again in the second moto. Rounding out the top five through the first turn were Todd Artonouvlia, Matthews, Ort and Derrick Goodrich. Again, the top five spread out early in the moto and remained unchanged until lap three, when Goodrich's bike seized and he had to pull off with a DNF. B.J. Stafursky moved up to fill the fifth position. Boccadori's advantage was 11 seconds when he took the checkered flag, and Artonouvlia, Matthews, Ort and Richard White followed.

Results

50 (4-6): 1. Anthony Peregrin (Cob); 2. Cody Chaffee (KTM); 3. Joshua Motel (Cob); 4. Zachary Pisanchyn; 5. Vincent Rebar (Cob).

50 (7-8): 1. Zachary Whitmore (Cob); 2. Jon Reber (Cob); 3. Eric Hutwelker (KTM); 4. Adam Diltz (KTM); 5. Tyler Zikosky.

P/W (4-8): 1. James Doolittle (Yam); 2. Robbie Bardo (Yam).

65 (7-9): Matthew Hougentogler (Kaw); 2. Marshall Hurd (Kaw); 3. Abbi Jo Bardo (Kaw); 4. Zachary Whitmore (Kaw); 5. Garret Wilson (Kaw).

65 (10-11): 1. Robert Garthe (KTM); 2. Joshua Hines (KTM); 3. Tyler Kline (Kaw); 4. Jordan Bell (Kaw); 5. Lloyd Wildoner (Kaw).

85 (7-11): 1. Robert Garthe (Suz); 2. Kerry Kaminskie (Yam); 3. Sean Wallace (Suz); 4. Anthony Smolt (Yam); 5. Ronnie Bardo (Kaw).

85 (12-13): 1. Patrick Simpson (Kaw); 2. Stephen Corazzi (Kaw); 3. John Lawrence (Kaw); 4. Matthew Warren (Hon); 5. Dominick Demaio (Kaw).

85 (14-15): 1. Zachary Feaster (Yam); 2. Jason Tissot; 3. Heath Kulka; 4. Matthew Zavattaro (Hon); 5. Michael Delucy (Hon).

S/MINI: 1. Patrick Simpson (Kaw); 2. Zachary Feaster (Kaw); 3. John Lawrence (Kaw); 4. Matthew Warren (Hon); 5. Dominick Demaio (Kaw).

125 BEG: 1. Richard Landis (Yam); 2. Kevin Bonsall (Hon); 3. Brad Lambert (Kaw); 4. Lawrence Farber (Kaw); 5. John Davis (Kaw).

125 A: 1. Clint Esposito (Hon); 2. Tom Littman (Yam); 3. Mark Pillion (Hon); 4. Jeffrey Dunlap (Yam); 5. Louis Pastorella (Suz).

125 B: 1. James McNeill (Yam); 2. John McKean (Suz); 3. Aaron Lambert (Yam); 4. Jarren Kimble (Hon); 5. William King (Yam).

125 C: 1. Richard White (Kaw); 2. Joshua Ackley (Hon); 3. Ryan Wilson (Yam); 4. Dave Grover (Yam); 5. Daniel Deemie (Hon).

250 BEG: 1. Gregory Henry (Yam); 2. John Frederickson (Hon); 3. David Delicati (Suz); 4. Brian Wilcox (Yam); 5. Kenneth Burke (Kaw).

250 A: 1. Dag Boyesen (Suz); 2. Tom Littman (Yam); 3. Jason Kear (Suz).

250 B: 1. Carl Snyder (Hon); 2. Glen Boyesen (Yam); 3. Rich Atkinson (Hon); 4. Anthony Peregrin (Kaw); 5. Christopher Murray (Suz).

250 C: 1. Danny Boccadori (Suz); 2. Bill Matthews (Kaw); 3. Jeff Ort (Hon); 4. Todd Artonouvlia (Kaw); 5. William Heras (Yam).

SCHBY: 1. James McNeill (Yam); 2. Jarred Kimble (Hon); 3. Ryan Wilson (Yam); 4. Michael Klinger (Hon).

Danny Boccadori (887) nails the holeshot in the first 250cc Open C moto.

CLGBY: 1. Glen Boyesen (Yam); 2. Carl Snyder (Hon); 3. Frank Pasquale (Yam); 4. Christopher Murray (Suz); 5. John McKean (Suz).

25+ A: 1. Dag Boyesen (Suz); 2. Paul Waslin (Kaw); 3. Louis Pastorella (Suz); 4. Mark Pillion (Hon); 5. Douglas Henry (Hon).

25+ B: 1. Anthony Peregrin (Kaw); 2. Steven Genovese (Hon); 3. Keith Crothers (Hon); 4. Thomas Hamilton (Suz); 5. Kirk Riley (Hon).

30+ A: 1. Dag Boyesen (Suz); 2. John Giambra (KTM); 3. Douglas Henry (Hon); 4. Mark Pillion (Hon); 5. Fisher James (KTM).

30+ B: 1. Steven Genovese (Hon); 2. Dave Gagatek (KTM); 3. Keith Crothers (Hon); 4. Henry Lucio (Yam); 5. Lance Rowland (KTM).

30+ C: 1. Bill Matthews (Kaw); 2. Jeff Ort (Hon); 3. Kevin Rudy (Suz); 4. Eric Heinecke (Hon); 5. Jim Sanderson (Suz).

40+: 1. Fisher James (KTM); 2. Kim Kline (Hon); 3. Carl Neidlinger (Yam); 4. David Santich (KTM); 5. Gary Strausser (KTM).

NON-CUR: 1. Brian Sawyer (Kaw); 2. Eric Heinecke (Hon).

WMN: 1. Denise Devines (Suz); 2. Janel McInnes (Suz).

WDSMN: 1. Thomas Daubert (Mai).

Roark roars at REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, JULY 10

Thousand Oaks Yamaha-backed Steve Roark overcame high humidity and triple-digit temperatures to dominate the Over 40 Intermediate division with two strong moto wins during Racing Enterprises Motorsports' weekly Glen Helen Saturday Motocross.

When the racers lined up for the start of the first moto, Honda rider Wayne Wells snagged the holeshot. Curt Jablonski shoved his CR250 into second, while KTM rider Scott Mays positioned himself in third. Roark held down fourth, and Allen McKay rode in fifth as the racers completed the first circuit. Roark was wasting no time, picking off Mays on the second lap and then Jablonski the next time around to move into second place. Wells offered little resistance to Roark's YZ400F, and Roark shot by the leader just past the halfway mark to assume the point. Roark immediately stretched out a three-second lead. Meanwhile, Mays pushed his KTM past Jablonski to assume the third spot and then started inching closer to Wells toward the end of the race. Roark rode in first for the moto win. Wells took the runner-up slot, while Mays ran out of time and settled for third.

The start of moto two again saw Honda rider Wells take the holeshot. Mays again gated well and ran in second, while Roark settled into third. Greg Whitfield positioned his CR500 in fourth, and McKay held fifth as the pack came out of the back canyon for the first time. Roark dispatched Mays straight away and then moved in on Wells. The next time the racers headed into the back section, Roark was in second, but when they re-emerged, he had the lead and a five-bike-length cushion. Wells was still comfortably in front of Mays, who remained consistent in third. Roark, who appeared unaffected by the heat and humidity, used the rest of the moto to run a clinic on savvy line selection and smooth riding, as he continually stretched his lead until he had a 10-second advantage on Wells. When the checkers came out, Roark was first. Wells finished up in second, and Mays was again third. The overall results on the day looked like a carbon copy of the second-moto finishes, as Roark claimed the win, Wells took home the second-place brass, and Mays filled out the top three.

Results

80 BEG: 1. Matt Fligg (Yam).

125 BEG: 1. Chris Avery (Yam); 2. Hansi Leitner (Yam); 3. Gregory Jones (Kaw).

250 BEG: 1. Brian Nemecek (Kaw); 2. Dennis Mapes (Kaw); 3. Aaron Holguin (Yam).

25+ JR: 1. Joaquin Cundia (Yam); 2. Rob Healy (Yam); 3. Gary Scott (Yam).

125 INT: 1. Revelle Harrison (KTM); 2. Tim Olson (Hon); 3. Kevin Jennings (Yam).

VET BEG: 1. Mike Hoisington (Suz); 2. Roy Beville (Yam); 3. George McHenry (Yam).

VET JR: 1. Bob Morales (Kaw); 2. Dan Hallada (Kaw); 3. Mike Horton (Yam).

VET INT: 1. Bryan Daniel (Hon); 2. Rob Healy (Yam); 3. Rocky Hash (Hon).

40+ JR: 1. Jeff Newman (Yam); 2. Michael Herrle (Hon); 3. Mitch Evans (Kaw).

40+ INT: 1. Steve Roark (Yam); 2. Wayne Wells (Hon); 3. Scott Mays (KTM).

40+ EX: 1. Dennis Boulware (Yam); 2. Mark Hall (Yam); 3. Ken Ehlers (Yam).

40+ MSTR: 1. Gary Jones (Hon); 2. George Kohler (Yam); 3. Willie Amaradio (Yam).

50+ MSTR: 1. Alan Olson (Yam); 2. Bengt Johansson (Yam); 3. Jody Weisel (Yam).

PRO: 1. Craig Davis (Yam); 2. Willy Musgrave (KTM); 3. Paul Krause (Yam).

Howard fine at Hallett

By Bryan Norton

HALLETT, OK, JUNE 6

Practice for the CMRA/HRRC sprint races in Hallett, Oklahoma, began under ominous skies. As clouds began rolling in from the southwest, rain broke out. The CMRA usually runs several races before lunch, and the forecast called for the rain to stop shortly. Most racers held off on mounting rain tires in the hope that the track would be dry by race time.

Due to a shortened practice session caused by a lengthy crash and the ensuing clean-up, the three YSR-based classes and the Lightweight Vintage contest were run in a single race. With lightning in the background, the race got under way with Todd Gyure and his Lightweight Vintage entry going into turn one first.

By the end of the first lap, the misnumbered YSR of John Farrington was leading the pack. Also on a YSR, Darin Cooley muscled into the lead halfway through the race and finished less than half a second ahead of Gyure, who had moved back up to finish second overall, first in class. Robert Brothers, on his XL100, found that flat-tracking does indeed work in the rain, and he placed third overall, second in class.

With the delay from practice, the remaining races were shortened to six laps. The second race of the day was Mediumweight Superstock Novice, and a full grid lined up to take the start. Jim Bishop grabbed the holeshot, but going into turn one, a huge pack of riders was fighting for the lead. Bishop pulled out a comfortable lead early in the race, but Adam Coco was moving up fast. At the halfway mark, Coco was nose to tail with Bishop. Pushing his bike to the fastest lap of the race at 1:45.79 was too much, however, and Coco crashed in the slippery turn five on the fifth lap, allowing Bishop to cruise to an easy win. Some 28 seconds behind him, Scott Fisher inherited second, while Josh Meeks picked up third.

The Expert Mediumweight Superstock Expert and Heavyweight Twins race was all about Ty Howard. Howard was late to the start, and he had to begin the race from the pits. Sam McDonald took advantage of the situation and tried to run away on his Yamaha R6, while Scott Lindsay tossed himself off before making a complete lap. McDonald had the field far behind him on lap two, but Howard was on a rampage. Howard was charging his way through the field, and on lap three posted a 1:29.40 lap time while chasing McDonald. Howard made his pass on lap four and quickly began to stretch his lead. On the next lap, Howard already had five bike lengths on McDonald, and finished more than seven seconds ahead, raising both arms in victory as he crossed the finish line. The race for third was a three-man battle between Harry Tomlinson, Scott Crawford and Darren Behm, with Tomlinson victorious.

Results

L/W MINI NOV: 1. John Farrington (Yam); 2. Randy Martin (Yam); 3. Dustin Dominguez (Yam).

L/W S/STK NOV: 1. Ray Baker Jr. (Hon); 2. Billy Cobb (Hon); 3. Joseph A. Chatham (Yam); 4. John Craig (Suz); 5. Brandon Kovach (Yam).

M/W S/STK NOV: 1. Jim Bishop (Hon); 2. Scott Fisher (Yam); 3. Josh Meeks (Suz); 4. Paul Padron (Kaw); 5. Gene Holliday (Kaw).

H/W S/STK NOV: 1. Jim Bishop (Hon); 2. Paul Padron (Kaw); 3. Mitch Ballard (Suz); 4. John Mundy (Hon); 5. Adam Coco (Hon).

U/L S/STK NOV: 1. Mitch Ballard (Suz); 2. Scott Fisher (Yam); 3. Craig Montgomery (Hon); 4. John Mundy (Hon); 5. Bob Dietrich (Suz).

L/W S/BK NOV: 1. Michael Soutter; 2. Jeff Swan (Yam); 3. Billy Cobb (Hon); 4. Josh Center (Yam).

M/W S/BK NOV: 1. Adam Coco (Hon); 2. Jim Bishop (Hon); 3. Paul Padron (Kaw); 4. Craig Montgomery (Hon); 5. Jason Swan (Hon).

H/W S/BK NOV: 1. Jim Bishop (Hon); 2. John Norris (Hon); 3. Derek Thomas (Suz); 4. Mitch Ballard (Suz); 5. John Sollberger (Kaw).

U/L S/BK NOV: 1. Mitch Ballard (Suz); 2. Scott Fisher (Yam); 3. John Mundy (Hon); 4. Bob Dietrich (Yam); 5. Craig Montgomery (Hon).

M/W GP NOV: 1. Michael Soutter; 2. Chad Ruff (Hon).

H/W GP NOV: 1. Jim Bishop (Hon); 2. Paul Padron (Kaw); 3. Mitch Ballard (Suz); 4. Scott Fisher (Yam); 5. John Mundy (Hon).

L/W TW NOV: 1. Michael Soutter (Lav); 2. Steve Davis (Hon); 3. Jeff Swan (Yam); 4. Kristopher Penzig (Kaw); 5. Billy Cobb (Hon).

M/W TW NOV: 1. Sean Brown (Hon).

H/W TW NOV: 1. Mitch Ballard (Suz); 2. Steve Hesling (Suz).

L/W SPTSMN NOV: 1. Josh Center (Yam); 2. Tom Phillips (Yam); 3. Kristopher Penzig (Kaw); 4. Brooks Gremmels; 5. Brandon Kovach (Yam).

L/W PROV NOV: 1. Josh Center (Yam); 2. John Craig (Suz).

M/W PROV NOV: 1. Luke Conlin (Kaw); 2. Ryan Stefani (Kaw); 3. Thomas Johnson (Hon); 4. Dale Meglemre (Hon); 5. Toby Flannery (Kaw).

H/W PROV NOV: 1. Josh Williams (Suz).

L/W MINI EX: 1. Freddy Haltom (Yam); 2. Sean McNeal (Yam); 3. Russ Corley (Yam).

M/W MINI: 1. Darin Cooley (Yam); 2. Robert Brothers (Hon); 3. Freddy Haltom (Yam); 4. Russ Corley (Hon).

H/W MINI: 1. Todd Gyure (Hon); 2. John Farrington (Yam); 3. Sean McNeal (Yam); 4. Randy Martin (Hon); 5. Charles Jones (Yam).

L/W S/STK EX: 1. Eric Falt (Suz); 2. Laroy Montgomery (Suz); 3. Bryan Norton (Suz).

M/W S/STK EX: 1. Ty Howard (Kaw); 2. Sam McDonald (Yam); 3. Harry Tomlinson (Hon); 4. Scott Crawford (Suz); 5. Darren Behm (Yam).

U/L S/STK EX: 1. Sam McDonald (Yam); 2. Greg Abbott (Yam); 3. Larry Locklear (Suz); 4. Scott Foster (Suz); 5. Marcus McBain (Suz).

L/W S/BK EX: 1. Eric Falt (Suz); 2. Laroy Montgomery (Suz); 3. Ted Dohmen (Hon); 4. Alan Taylor (Suz); 5. Andre Espaillat (Kaw).

M/W S/BK EX: 1. Sam McDonald (Yam); 2. Harry Tomlinson (Hon); 3. Scott Crawford (Suz); 4. Lance Orr (Hon); 5. Scott Lindsay (Hon).

H/W S/BK EX: 1. Ty Howard (Kaw); 2. Larry Locklear (Suz); 3. Jeremy Keller (Suz); 4. Danny Dominguez (Kaw); 5. Scott Foster (Suz).

U/L S/BK EX: 1. Sam McDonald (Yam); 2. Greg Abbott (Yam); 3. Larry Locklear (Suz); 4. Scott Foster (Suz); 5. Rusty Allen (Kaw).

L/W GP: 1. Dudley Irby (Hon); 2. Preston Landers (Hon); 3. Kevin Davis (Hon); 4. John Farrington (Hon).

M/W GP EX: 1. Jason Smith (Duc); 2. Jimmy Wyble (Yam); 3. Preston Landers (Hon); 4. Kevin Davis (Hon); 5. Robert Bradlaw (Lav).

H/W GP EX: 1. Greg Abbott (Yam); 2. Scott Foster (Suz); 3. Rusty Allen (Kaw); 4. Danny Dominguez (Kaw); 5. Brandon Landers (Hon).

L/W TW EX: 1. Alan Taylor (Suz); 2. Eric Falt (Suz); 3. Laroy Montgomery (Suz); 4. Andre Espaillat (Kaw); 5. Ted Dohmen (Hon).

M/W TW EX: 1. Jason Smith (Duc); 2. Alan Taylor (Suz); 3. Robert Bradlaw (Lav); 4. Laroy Montgomery (Suz); 5. Luther Lowman (Duc).

H/W TW EX: 1. Marcus McBain (Suz); 2. Robert Bradlaw (Hon); 3. Matt Bonasera (Suz); 4. Eric Falt (Suz).

L/W SPTSMN EX: 1. Kent Warkentin (Yam); 2. Keith Hertell (Yam); 3. Jason Anderson (Yam).

L/W CLSC: 1. Ted Dohmen (Hon); 2. Joe Chatham (Hon); 3. Andre Espaillat (Kaw); 4. Kent Warkentin (Yam).

M/W CLSC: 1. Dustin Jeffries (Hon); 2. Luther Lowman (Duc); 3. John Craig (Suz); 4. Edward Roelofs (Kaw).

H/W CLSC: 1. Keith Hertell (Suz); 2. Steve Haesemeyer (Yam); 3. Steve Findley (Suz); 4. Edward Roelofs (Kaw).

L/W VINT: 1. Keith Hertell (Yam); 2. Steve Haesemeyer (Yam); 3. Jay Smith (Yam).

M/W VINT: 1. Keith Hertell (Yam); 2. Peter Pohlman (Tri); 3. Ronnie Gyure (Yam).

Sullivan travels at Seattle Raceway

By Lisa Conzatti

SEATTLE, WA, JUNE 20

Mike Sullivan demonstrated his passing abilities in clutch situations during the 600cc Superbike race at Seattle International Raceway. Sullivan, astride his Team Green Kawasaki ZX6, was smoked off the line by his adversaries David Cook and Rob Carpenter, both aboard Yamaha R6s. Sullivan caught and passed Carpenter on the outside in turn two, and then got by Cook on the inside of turn three. Sullivan led the field around the track until they reached the front straight, where Cook out-horsed him. Sullivan caught and passed Cook again in two. This pattern continued until lap four, when Sullivan let Cook get away, only to reel him in for a hair-raising pass in turn five. The spectators went wild. By the sixth lap, the leaders were contending with lapped traffic. Sullivan was weaving around backmarkers like they were traffic cones, using them to his advantage by strategically passing in places where he knew it would be difficult for Cook and Carpenter to get through. He secured the lead in the last three laps, with Cook finishing second. Carpenter maintained third place throughout the contest. Afterward, Carpenter told Sullivan he was a "madman on the brakes."

In Open Supersport activity, Sam Solomon nabbed the holeshot but was quickly passed by Jeff Shults. Sullivan occupied third spot. Solomon drifted back to fourth on the fourth lap. The race continued to the finish with Shults

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WEEKEND SCHEDULE

GATES OPEN 6 P.M. THURSDAY EVENING
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Fri., Aug. 27	• Sign-Up 6 a.m. -8 a.m. • 8 a.m. Practice • 9:30 a.m. Suzuki East Coast AM Nationals
Sat. Aug. 28	• 8 a.m. Suzuki Coast AM Nationals • 3 p.m. Pro Qualifiers • Women's League Championship
Sun., Aug. 29	• Mazda Truck/AMA 125/250 Pro Motocross Nationals • Practice 9 a.m. • Qualifying 10 a.m. • Racing 1 p.m.
Mon., Aug. 30	• Tony D MX School 9 a.m.

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Jimmy Button	Tallon Vohland	Blair Morgan
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Gaylon Dickson (930) leads the first Over 25 A moto, trailed by Jeffrey Grove (456) and David Kratz (114) at the Fourth of July event at Doublin Gap MX.

in the lead, Sullivan in second and David Cook in third. By the fifth lap, Sullivan and Cook were very impressive while dicing it out for second. Sullivan was gaining on the leader while trying to shake off Cook when the race was called, two laps short, due to fuel on the track. Shults, usually a top-five contender, rode exceptionally in the rain. Sullivan admitted to taking it too easy in the beginning while feeling out his rain tires. However, he was happy with the tires' performance.

"My Dunlop tires hooked up really well," he said.

Results

125 GP: 1. Kevin Sheafer (Hon); 2. Steven Cobb (Hon); 3. Andrew Moore (Hon); 4. Dannielle Saxman (Apr); 5. Steve Krahn (Hon).

250 GP: 1. Kory Gill (Yam); 2. Patrick Dowd (Yam); 3. Barry Ross (Hon); 4. Steve Sauerbrey (Yam); 5. John Bykonen (Yam).

250 VINT: 1. Bruce Bille (Suz); 2. SimonñPierre Smith (Hon); 3. Timothy Fowler (Hon).

450 S/BK: 1. Alan Schwen (Suz); 2. Peter Nielson (Suz); 3. Tyler Sandell (Suz).

450 S/SPT: 1. Randy Grein (Suz); 2. Kurt Husted (Yam); 3. Ralph Redding (Suz); 4. Stephen Supple (Kaw).

500 VINT: 1. Dean Hubble (Hon); 2. Digger Stockslager (Hon); 3. Mathew O'Conner (Hon).

600 S/BK: 1. Mike Sullivan (Kaw); 2. David Cook (Yam); 3. Rob Carpenter (Yam); 4. Stephen Stallman (Yam); 5. Scott Gooch (Yam).

650 GP TW: 1. Alan Schwen (Suz); 2. Cedric Smith (Suz); 3. Tyler Sandell (Suz); 4. Peter Nielson (Suz); 5. Jim Van Winkle (Suz).

750 S/BK: 1. Chris Townsend (Kaw); 2. John Dugan (Suz); 3. Alan Thain (Suz); 4. Derek Damon (Suz); 5. Greg Bouwens (Suz).

BEARS: 1. Scott Moon (Bue); 2. Scott Avery (Duc); 3. Barry Wressell (Tri); 4. Ricky Bowers (Duc); 5. Robert Flagg (Duc).

F-2: 1. Rob Carpenter (Yam); 2. Wayde Tatlow (Kaw); 3. Kory Gill (Yam); 4. Rick Perreault (Kaw); 5. Peter Krogh (Kaw).

F-THUNDER: 1. Brett Fladseth (Tri); 2. Scott Moon (Bue); 3. Peter Nielson (Suz); 4. Robert Flagg (Duc); 5. Scott Avery (Duc).

650 PRO TW: 1. Ted Hawkins (Suz); 2. Phil Sharpe (Suz); 3. Brad Hone (Hon); 4. Rich Hill (Suz); 5. Mark Vegors (Suz).

L/W CLSC S/BK: 1. Bobby Hawbaker (Yam); 2. Thomas Wicken (Yam); 3. Phil Sharpe (Suz); 4. John Johnson (Yam); 5. Bruce Donahue (Yam).

NOV: 1. Marty Johnson (Yam); 2. Ronald Bingham (Kaw); 3. Dave Salsman (Kaw); 4. Bret Nielsen (Kaw).

OPEN GP TW: 1. Alan Thain (Suz); 2. Chuck Shortt (Suz); 3. Tom Orella; 4. Peter Nielson (Suz); 5. Scott Avery (Duc).

OPEN SGL: 1. Nobi Iso (Hon); 2. Kevin Sheafer (Hon); 3. Steven Cobb (Hon); 4. Kory Gill (Yam); 5. Dannielle Saxman (Apr).

OPEN S/SPT: 1. Jeff Shults (Yam); 2. Mike Sullivan (Kaw); 3. David Cook (Yam); 4. Greg Bouwens (Suz); 5. Sam Solomon (Yam).

Grove, Rodgers rule Doublin Gap MX

By Jim Sanderson

CARLISLE, PA, JULY 4

Jeffrey Grove and Ryan Rodgers earned top honors in the Over 25 and 250cc Open B classes, respectively, on day two of the inaugural Pennsylvania All-Star National, hosted by the Yentzer family at Doublin Gap MX Park. The second day of racing featured a $2500 Expert purse. Overall trophies were awarded in all classes for the best combined score from Saturday and Sunday's racing.

Grove nailed the holeshot in the first Over 25 moto but was soon passed by Gaylon Dickson for the lead. Grove, not to be denied, passed Dickson back around the halfway mark of lap one. Rounding out the top five were David Kratz, Shawn Berrier and Jamie Anspacher. Just after the start of lap two, Dickson went for the triple following the camel-back jump and came up short. He managed to save it but dropped back to third. Kratz moved up a position to second, while Berrier dropped to fourth and Anspacher held fifth. The top five spread out and remained unchanged through laps three and four. Kratz reeled Grove in by lap five but could not get around him for the lead. Kratz finally got a pass to stick at the end of lap five on the rhythm-section triple. The moto went in the record books as Kratz, Grove, Dickson, Berrier and Tim Schmelyun.

Dickson managed to pull the holeshot in the second Over 25 moto. Trailing him were Grove, Kratz, Berrier and Schmelyun. Kratz attempted his first pass on Grove for second at the start of lap two on the step-down tabletop just before the camel-back jump. Grove attempted a pass on Dickson for the lead in the hard right turn leading to the back straight along the tree line, but Dickson managed to hold Grove off. Kratz crashed on lap two and remounted in sixth. The top five were now Dickson, Grove, Schmelyun, Berrier and Jon Zonin. Grove finally got around Dickson for the lead just before the start of lap three. Zonin passed Berrier for fourth at the end of lap three. The top five spread out for the rest of the moto, with no real battles developing. The second moto finished as Grove, Dickson, Schmelyun, Zonin and Berrier. Grove's 2-1 score was good enough to earn him the overall win.

Jeremy Cook earned himself the holeshot honors in the first 250cc Open B moto. Brandon Sexton quickly passed Cook to take the lead. Cook dropped to second. Rounding out the top five were Carl Snyder, Ryan Rodgers and Andrew Snyder. Sexton's lead was 10 seconds by lap three. Rodgers passed Carl Snyder and Cook, moving up to second on lap three dropping Cook to third, Carl Snyder to fourth and Andrew Snyder to fifth. David Ginolfi moved into the top five by the last lap and worked his way up to fourth. Ginolfi then passed Cook for third on the infield section of the track. The top-five running order was now Sexton, Rodgers, Ginolfi, Cook and Carl Snyder. Toby Baldauf passed Carl Snyder for fifth just before the finish line. Sexton took the moto win, with Rodgers, Ginolfi, Cook and Baldauf trailing.

Sexton, pumped from his first-moto win, nailed the holeshot in the second 250 Open B moto. In tow were Ginolfi, Rodgers, Cook and Andrew Snyder. Rodgers moved up to second on lap two, dropping Ginolfi to third. Cook held fourth, while Daniel Rudolph moved up to fifth. Near the end of lap two, Rodgers got around Sexton for the lead. Sexton dropped to second. Ginolfi reeled in Sexton and attempted several passes but did not get one to stick until the last lap, when he tripled after the camel-back jump. Moto two went in the books as Rodgers, Ginolfi, Sexton, Rudolf and Andrew Snyder. Rodgers' 2-1 score earned him the overall win.

Sunday's racing featured a team race at intermission. Seven amateurs and seven experts representing Doublin Gap raced against seven amateurs and seven experts representing Raceway Park. Team Doublin Gap won Sunday's race and will be traveling to Raceway Park for the second race. The team with the most combined points from the two races will be the overall winner.

Results

50 STK (4-8): 1. John Heller (Yam); 2. Justin Maylath (Yam); 3. Jonathan Daniels (Yam); 4. Brandon Wehr (Yam); 5. Cody Gillen (Yam).

50 (7-8): 1. Colton Bailey (Cob); 2. Edward Izykowicz (Cob); 3. Broc Schmelyun (Kaw); 4. Thomas Mudgett Jr. (Cob); 5. Joshua Sexton (KTM).

60 (7-9): 1. Sean Hackley Jr. (Kaw); 2. Colton Bailey (Kaw); 3. Anthony Cascio Jr. (Kaw); 4. A.J. Kuschatka (KTM); 5. William Duffy Jr. (KTM).

60 (10-11): 1. Chad Wages (Kaw); 2. Mitchell Dougherty (Kaw); 3. Willy Toth Jr. (Kaw); 4. Eric MacMinn (Kaw); 5. Tim Beyer (Kaw).

80 (7-11): 1. Mitchell Dougherty (Yam); 2. Jay Weller (Suz); 3. Chad Wages (Suz); 4. Willy Toth Jr. (Suz); 5. Sean Hackley Jr. (Kaw).

80 (12-13): 1. Robert Kiniry (Kaw); 2. Nicholas Evennou (Kaw); 3. Jedediah Haines (Kaw); 4. Benjamin Bixler (Kaw); 5. Ryan O'Laughlin (Yam).

80 (14-15): 1. Derrick Forrester (Kaw); 2. Zachary Feaster (Yam); 3. Jeffrey Bubbico (Kaw); 4. Joe Beyer (Yam); 5. Matthew Stoner (Kaw).

S/MINI: 1. Robert Kiniry (Kaw); 2. Nicholas Evennou (Kaw); 3. Jay Weller (Suz); 4. Brad Smith (Kaw); 5. Michael Foor (Hon).

SCHBY: 1. Jeremy Cook (Kaw); 2. Brian Carlisle (Yam); 3. Brandon Sexton (Kaw); 4. Chris Welsh (Yam); 5. William Cohenour (Hon).

CLGBY: 1. Ryan Rogers (Kaw); 2. Dennis Dagostino (Yam); 3. Taylor Shive (Yam); 4. Toby Balduf (Yam); 5. Michael Rothstein (Hon).

125 A: 1. David Kratz (Yam); 2. Clinton Johnson (Yam); 3. Brad Batson (Hon); 4. Dennis Dagostino (Yam); 5. James McIlvaine (Yam).

125 B: 1. Ryan Mills (Hon); 2. David Ginolfi (Kaw); 3. Daniel Rudolph (Kaw); 4. Dwayne Patterson (Suz); 5. Matthew Coyle (Yam).

125 C: 1. William Cohenour (Hon); 2. Zachary Hill (Hon); 3. Derrick Forrester (Kaw); 4. Jedediah Haines (Kaw); 5. Justin Hampton (Hon).

250 A: 1. Kevin Brodsky Jr. (Yam); 2. Jeffrey Grove (Suz); 3. Clinton Johnson (Yam); 4. Gaylon Dickson (Kaw); 5. James McIlvaine (Yam).

250 B: 1. Ryan Rogers (Kaw); 2. Brandon Sexton (Kaw); 3. David Ginolfi (Kaw); 4. Jeremy Cook (Kaw); 5. Daniel Rudolph (Kaw).

250 C: 1. William Miller Jr. (Yam); 2. William Cohenour (Hon); 3. Mike Corbin (Yam); 4. Donn Price (Yam); 5. Bill Marrara (Suz).

25+ A: 1. Jeffrey Grove (Suz); 2. Gaylon Dickson (Kaw); 3. Tim Schmelyun (Kaw); 4. Shawn Berrier (KTM); 5. Jon Zonin (Suz).

25+ B: 1. Richard Pinney (Kaw); 2. Phil Buck (Kaw); 3. Wesley Turner (Kaw); 4. Thomas Fernandez (Yam); 5. Jason Bowers (Kaw).

30+ A: 1. Gaylon Dickson (Kaw); 2. James McIlvaine (Yam); 3. Tim Schmelyun (Kaw); 4. Daniel Sheffer (Kaw); 5. Allen Gavlak (Kaw).

30+ B: 1. Richard Pinney (Kaw); 2. Don Clarke (Suz); 3. Bert Schulties (Yam); 4. Carl Neidlinger (Yam); 5. Randy Mann (Yam).

30+ C: 1. Thomas Nagle (Suz); 2. Japeth Lucas (Kaw); 3. Tom Smith (Hon); 4. Wesley Sheppard (Hon); 5. John Donley (Yam).

40+: 1. Keith Rodgers (Kaw); 2. Bob Huston (Hon); 3. David Kindness (Kaw); 4. Rick Wenger (Hon); 5. Kim Kline (Hon).

U/L B/C: 1. Mike Brown (Hon); 2. Zachary Hill (Hon); 3. Daniel Eichelberger (Hon); 4. Charlie Fisher (Suz); 5. Thomas Burton (Yam).

Johnson returns at Neillsville Half Mile

By Woody Eckes

NEILLSVILLE, WI, JULY 19

Last year at the Al Muth Memorial Race, Lee Johnson fell during practice and was critically injured. This year he stopped at the Neillsville hospital before the races and thanked the people there for saving his life. After practice, he thanked the crowd for their prayers, which brought a big round of applause from the large crowd attending the state ABATE party/race.

During his heat race in the eight-rider Open Pro class, Johnson fought his way from a mid-pack start to the front to take the win.

Last year's winner, Randy Triplett, won the other accident-shortened Open Pro race. A cycle went through the fence in the first comer, injuring some spectators who were standing where they shouldn't have been.

The Open Pro main event was the last race of the night, and 14 fast and determined competitors lined up for 10 laps of two-wheeled excitement. Longtime Harley rider George Istavanek reacted too quickly to head starter Larry Strangfeld's flag and was sent back to the penalty line. On the restart, Randy Triplett led the pack off the fourth turn to lead the first lap, followed by Rick Bretl and Jeremy Deruyter, and Istavanek in fourth. Johnson held fifth place for the first two laps. Using a high line into turn one, Johnson shot around the outside of Istavanek, Deruyter and Bretl and into second place, directly behind Triplett's rock-spewing Al Muth H-D of Black River Falls-sponsored 600cc Rotax.

From laps three to six, Triplett and Johnson fought a mighty battle for the lead, passing each other back and forth as they charged into and out of the corners at an increasing rate of speed. On lap seven, Johnson got underneath Triplett coming out of turn four to take the lead. Triplett dived down to the bottom of the race track entering turn one to edge Johnson as they entered the curve. Johnson responded by rocketing off turn two onto the back straight, showering Triplett with dirt as he overtook him.

Triplett shadowed Johnson down the back straight, through turns three and four, literally pushing him, soaking up all the rocks and dirt that Johnson could throw at him and looking for a mistake on Johnson's part to retake the lead. As they took the white flag on the ninth lap, Triplett's mount spit flames from the exhaust and his charge slowed drastically. Johnson sped down the back straight, suddenly by himself and unaware of Triplett's problem (an electrical connection pulled apart by the dirt sprayed in their battle). Bretl, Nick Hammer and Deruyter had pushed Triplett back into fifth place by the time the checkered flag fell, but nobody was ahead of Johnson at the end.

The races were put on by the Marshfield T&T Riders, with much assistance from local motorcycle-race enthusiasts Forest Larson, Andy Rueth, Larry Strangfeld, and Ed and Lynn Crothers.

Results

OPEN TW: 1. Fred Pettis; 2. David Grasser.

OPEN PRO: 1. Lee Johnson; 2. Rick Bretl; 3. Nick Hammer; 4. Jeremy Deruyter; 5. Randy Triplett.

250 AM: 1. Brad Routheaux; 2. Justin Voight; 3. John Strangfeld; 4. Dan Mischeer; 5. Adam Ryan.

250 PRO: 1. Curt Knitt; 2. Nick Hammer; 3. George Istavanek; 4. Steve Kasten; 5. Richard Janus.

500 AM: 1. Brad Rosine; 2. Dave Cartwright; 3. Steve Forrest; 4. Tim Zeidler.

500 PRO: 1. Bob Yeema; 2. Jeremy Deruyter; 3. Jake Wyma.

VINT: 1. Fred Pettis; 2. Jim Gustafson; 3. Cliff Eckes Sr.

VET 30+: 1. Cliff Eckes Jr.; 2. Dave Cartwright; 3. Steve Forrest; 4. Mark Hanson; 5. Mike Yingling.

Cook, Sullivan sizzle at Portland Road Race

By Lisa Conzatti

PORTLAND, OR, JUN 27

David Cook and Mike Sullivan each rode away with two wins at Portland International Raceway. Riding his Yamaha R6, Cook dominated the 600cc classes, while Kawasaki Team Green-supported Sullivan was on top of both the Open Supersport and Open Superbike classes aboard his ZX9.

In 600cc Supersport, Rob Carpenter, aboard a Yamaha R6, jumped out in front, followed by Alan Schmidt, Sullivan and Cook. Cook made his way to second by the third lap. Burning up the front straight on lap three, Cook was denied the lead spot when he attempted to pass Carpenter in turn one. Drafting Carpenter on the straight on the fourth lap, Cook eased around him to take the lead. Cook maintained his lead for two more laps until Carpenter demonstrated he could nail the same move. On the eighth lap, Schmidt passed Sullivan for third at the very end of the straight. Then Sullivan smoked by him on the brakes at the start of turn one. Cook and Carpenter continued their tussle for two more laps, with Cook nabbing the win by a whisker.

The Open Supersport race was a real nail-biter. David Cook aced the holeshot, followed by Sullivan and R1 rider Mike Mitchell. Sullivan passed Cook in between turns three and four, but Cook stayed on Sullivan's tail through the lap and smoked by him on the front straight. Sullivan was denied a repeat move on lap two but settled in close to Cook for the next two laps. Delirious from sniffing Cook's exhaust, Sullivan passed Cook inside turn four. Cook stayed with him and used the draft-and-pass on the front straight. Sullivan ran right up on Cook's tire on the fifth lap and attempted to repeat his previous pass in turn four. Cook and Sullivan repeated the events of laps four and five on laps six and seven. On the eighth lap, Sullivan made a huge move on Cook, passing him on the outside in turn three. Cook managed to sneak by Sullivan on the front straight on lap nine. Sullivan stayed on Cook like stink on manure until he made an impressive pass on the outside in turn four. Sullivan managed to make the pass stick until the finish line. Cook came in second, and Karl Schenk crossed the line in third.

In 750cc Supersport, it was all Rob Carpenter after he managed to sneak around John Dugan in turn four of the first lap.

"The Yamaha (R6) was running good and I was glad to be up front," Carpenter reported.

John Dugan finished second, followed by Jacob Holden.

After dicing it out on the first two laps with Anthony Manciu, Dugan pretty much coasted to the win. Manciu placed second. The third spot was occupied by Jacob Holden.

Results

125 GP: 1. Nobi Iso (Apr); 2. Danielle Saxman (Apr); 3. Chris Franks (Hon); 4. Kevin Sheafer (Hon).

250 GP: 1. Kory Gill (Yam); 2. Gene Brown (Yam); 3. Simon Smith (Yam); 4. Philip Carey (Yam); 5. Herbert Wagner (Yam).

450 S/SPT: 1. Paul Ludwig (Yam); 2. Kevin Normet (Yam); 3. David Moss (Yam); 4. Jim Van Winkle (Suz); 5. Kurt Husted (Yam).

450 S/BK: 1. Darcy Ziegler (Yam); 2. Paul Ludwig (Yam); 3. David Moss (Yam); 4. Kurt Husted (Yam); 5. Bardsley Donovan (Yam).

500 VINT: 1. Randell Henningsen (Hon); 2. Jon Munns (Hon); 3. Charles Kraeuter (Hon); 4. Paul Gaudio (Aer); 5. Bret Edwards (Tri).

OPEN VINT: 1. Mark Leslie (Suz); 2. David Kaechele (BMW); 3. Philip Sharpe (Suz); 4. Jon Leonard (Hon); 5. Lindsay McDiarmid (Hon).

SM/BORE CLSC S/BK: 1. Darcy Ziegler (Yam); 2. Darryl Williams (Yam); 3. Bardsley Donovan (Yam); 4. Sean Kirkpatrick (Yam); 5. Tom Young (Yam).

M/W S/BK: 1. Nobi Iso (Apr); 2. Alan Schwen (Suz); 3. Racer X (Yam); 4. Simon Smith (Suz); 5. Kenneth Botham (Hon).

OPEN CLSC S/BK: 1. Hakan Beckman (Kaw); 2. Chris Jehnichen (Suz); 3. Kevin Normet (Yam); 4. Jeffrey Lowen (Hon); 5. Joe Mallen (Hon).

NOV: 1. Hank Hester (Hon); 2. Mike Daniel (Suz); 3. Jason Ormbrek (Hon); 4. Dan Urwiler (Suz); 5. Stephen Briggs (Yam).

600 S/SPT: 1. David Cook (Yam); 2. Rob Carpenter (Yam); 3. Mike Sullivan (Kaw); 4. Alan Schmidt (Kaw); 5. Steve Stallman (Yam).

600 S/BK: 1. David Cook (Yam); 2. Rob Carpenter (Yam); 3. Mike Sullivan (Kaw); 4. Alan Schmidt (Kaw); 5. Ben Welch (Yam).

650 GP TW: 1. Alan Schwen (Suz); 2. Kenneth Botham (Hon); 3. Pete Nielson (Suz); 4. Jim Van Winkle (Suz); 5. Jeff Lind (Duc).

750 S/SPT EX: 1. Rob Carpenter (Yam); 2. John Dugan (Suz); 3. Jacob Holden (Suz); 4. Andy Pleune (Suz); 5. Joe Zueger (Suz).

750 S/SPT AM: 1. Robb Ladd (Kaw); 2. Michael McCullough (Hon); 3. Darin Sims (Hon); 4. Jon Taylor (Kaw); 5. Johnny Yu (Suz).

750 S/BK: 1. John Dugan (Suz); 2. Anthony Manciu (Suz); 3. Jacob Holden (Suz); 4. Joe Zueger (Suz); 5. Kory Gill (Yam).

OPEN GP TW: 1. Andy Pleune (Suz); 2. Craig Chandler (Suz); 3. William Jourdan (Bue); 4. Briggs Willoughby (Hon); 5. Ricky Bowers (Duc).

OPEN S/SPT EX: 1. Mike Sullivan (Kaw); 2. David Cook (Yam); 3. Karl Schenk (Yam); 4. Michael Mitchell (Yam); 5. Robert Underwood (Yam).

OPEN S/SPT AM: 1. Robb Ladd (Kaw); 2. Andy Crane (Hon); 3. Andrew Brandan (Hon); 4. Jon Taylor (Kaw); 5. Chris Jehnichen (Suz).

OPEN S/BK: 1. Mike Sullivan (Kaw); 2. Karl Schenk (Yam); 3. David Cook (Yam);. 4. Michael Mitchell (Yam); 5. Robert Underwood (Yam).

Beer pours it on at Badlands Hillclimb

By Ken James

MOUNTAIN VIEW, WY, JUNE 12-13

Near-perfect conditions greeted riders at this year's Showdown at the Badlands Hillclimb, the NAHA Wyoming State championship. The hill was laid out at 500 feet with three distinct sections, from out of the hole onto an off-camber vertical face that had the soil scrubbed off it by the end of the day, exposing the rocks underneath, and on to some uphill whoops with a long, sweeping right-hander setting up for the ledge and the sandstone dome.

At the end of the day, it was Beer time! Dusty Beer from Columbus, Montana, on his KTM 550, stopped the clock at 17.05 seconds for the fast time of the day, securing his place in history as the 1999 Wyoming State champion.

With 10 positions transferring into the championship class, it certainly wasn't going to be all beer and pretzels for Dusty. Top riders in NAHA competition such as Travis Whitlock, Kelly Braswell, Shannon Chamberlain and Nolan Martin were after the $6000 purse offered by the Southern Wyoming Dirt Riders and sponsors.

If there was a tough-break award, it would go to Kelly Braswell of Laurel, Montana, who qualified on both his CR500 and his Open-class bike but broke the chain adjuster while putting in the fast time and securing first place. With the smell of blood in the air, there was no room for mercy, and Beer and Whitlock both broke Braswell's time and knocked him to third place.

Results

Saturday

50: 1. Weston Kimbal; 2. Brandon Kuntz; 3. Colby Peck.

60: 1. Nick Beer; 2. Weston Kimbal; 3. Colby Peck.

80: 1. Jason Smith; 2. Tyler Braswell; 3. Clayton Flint.

PP: 1. Shauna Spencer; 2. Jennifer Bailey; 3. Amy Thomas.

125: 1. Bronson Foianini; 2. Casey Fredrickson; 3. Jason Smith.

250 AM: 1. Greg Nibor; 2. Brent Jolley; 3. Jason Ward.

250 PRO: 1. Torsten Hebone; 2. Nolan Martin; 3. Jon Smith.

STK OPEN AM: 1. Steve Mann; 2. Andy Gallegos; 3. Aaron Bingham.

STK OPEN PRO: 1. Torsten Hebone; 2. Mark Cox; 3. Rick Milonas.

MOD 0-250: 1. Nolan Martin; 2. Jeff Dinsdale; 3. Chris Porter.

MOD OPEN: 1. Mark Cox; 2. Rick Milonas; 3. Monte Kuntz.

4-STRK: 1. Brent Heberg; 2. Steve Mann; 3. Russell Jensen.

40+-ANYTHING GOES: 1. Chris Davidson; 2. Dennis Spencer; 3. Gary Clark.

TRPHY DFC: 1. Nolan Martin.

FAST TIME: Nolan Martin.

Sunday

250 EX: 1. Dusty Beer; 2. Nolan Martin; 3. Travis Whitlock.

251-700: 1. Kelly Braswell; 2. Travis Whitlock; 3. Dusty Beer.

701-OPEN: 1. Travis Whitlock; 2. Mel Kimbal; 3. Dusty Beer.

601-OPEN: 1. Shannon Chamberlain; 2. Travis Whitlock; 3. Jeremy Paget.

0-600: 1. Travis Whitlock; 2. Dusty Beer; 3. Kelly Braswell.

40+: 1. Leroy Ebeling; 2. Dennis Spencer; 3. Bob Bergman.

FAST TIME: Dusty Beer.

CHAMPION: Dusty Beer.

Venegas invincible at Fast Fridays Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA, JUNE 25

For the second week in a row, and the third time in the 1999 A&S BMW/Fast Fridays Speedway season, Charlie "The Edge" Venegas topped the field to win the night's most important race, the Scratch main event. Rose Racing's Jimmy Sisemore won the Handicap main.

The Handicap main started out with Robert Curry lining up on the 20-yard line, Chad Felicio on the 30 and Jimmy Sisemore on the 40. Problems arose for 50-yard sitters Charlie Venegas and Bart Bast, who were both assessed an additional 10 yards on consecutive restarts when referee John Grant caught them allegedly rolling forward before the start. On the fourth try, the Main finally got under way, and Curry assumed the initial lead. Felicio maintained second and Sisemore followed in third. Mike Faria attacked the sketchy outside dirt line but failed to make up any ground on the leaders when he failed to find the traction he needed to drive toward the front. Venegas and Bast started too far back in turn three to have much effect on the outcome.

For the first two laps, the running order of Curry, Felicio, Sisemore, Faria, Venegas and Bast didn't change. At the halfway point, Sisemore suddenly came to life, pushing inside Felicio and into second place. Curry continued to lead the way past the white flag and down the back straight, with Sisemore right on his tail. In the final set of turns, Sisemore outspiced the frantic Curry and took the win by a half a bike length. Curry held on to the runner-up spot, third went to Felicio, and Faria, Venegas and Bast claimed the final three spots.

American Qualifier Champion "Flyin'" Mike Faria assumed the inside pole starting position for the Scratch main. Next to Faria in lane two was Bobby Hedden. Bast drew lane three, and on the outside, Venegas was busy gardening the lane-four dirt. Venegas' soil-altering efforts obviously paid off, as he jumped out to a clean lead as the night's four fastest riders entered the first set of turns. Faria was away second and stayed tight on the pole. Bast, who had the misfortune of starting from the slick lane-three groove, came out of the box trailing and went after the leaders on the outside. Hedden didn't get the start he wanted and despite pushing his front tire up close to Faria a couple of times in the early going, he was never in a position to be a factor in the outcome. Meanwhile, Bast was getting more out of the outside dirt than Faria had in the Handicap main, and after Faria bobbled slightly on lap two, he drew even with the three-time U.S. Champion. Bast worked the outside to perfection and continued around Faria and was making up ground on Venegas as the white flag flew. Bast put in a good effort but couldn't completely reel in Venegas, who continued on to the checkered flag. Bast was second, Faria held on to third, and Hedden brought down the curtain.

Early in the Fast Fridays Scratch main, Charlie Venegas leads Mike Faria as Bart Bast runs the outside line. Bast was second, behind Venegas, at the checkered flag.

Results:

SCR: 1. Charlie Venegas (Jaw); 2. Bart Bast (Jaw); 3. Mike Faria (GM); 4. Bobby Hedden (Jaw).

HDCP: 1. Jimmy Sisemore (Jaw); 2. Robert Curry (Jaw); 3. Chad Felicio (Jaw); 4. Mike Faria; 5. Charlie Venegas.

D-2: 1. Don Webster (Wes); 2. Rachelle Kerr (Jaw); 3. Scott Olney (Jaw).

D-3: 1. Bill Thomas (Jaw); 2. Tom Odekirk (Jaw); 3. Vince Bertolucci (Jaw).

D-1 JR: 1. Eric Carrillo (Jaw); 2. A.J. Jones (Jaw); 3. J.J. Martynse (Wes).

D-2 JR: 1. Brenton Bast (BSA); 2. Ray Linn (Wes); 3. Alex Marcucci (Wes).

D-3 JR: 1. Josh Olney (Wes); 2. Jeff Butler (Wes); 3. Mark Carrillo (Wes).

NH Classic Charity Trail Ride a success

By Rocky Raccoon

LOUDON, NH, JUNE 12-13

The AMA/Suzuki National Dual Sport Trail Ride Series paid its annual visit to the New Hampshire International Speedway this weekend, as the New Hampshire Classic Charity Trail Ride welcomed riders from Quebec to Arizona for two days of spirited riding.

Some 323 trail riders raised $40,000 for the Cystic Fibrosis Foundation. The luckiest of them took home a brand-new Suzuki DR350 after winning the raffle bike donated by American Suzuki. Another rider, Ben Watkins, won a pair of American Airlines tickets to the Caribbean after collecting $2165 in pledges for the Foundation.

The staging area for the trail ride was on the hill behind the road course's turn-six carousel, providing a decent view of the off-road excursions of several LRRS road racers who had trouble with the new line over the top of the hill.

The Merrimack Valley Trail Riders put together two days' worth of varied terrain, from novice-friendly two-track to AA-level "hero" sections and mountain views, for those so inclined. The Suzuki support van, with Mark Hyde at the helm, did its usual first-rate job of keeping the mechanically challenged from suffering the misfortune of a DNF - or, in some cases, a DNS. Also along for the ride this year were Steve and Denise Hatch, taking a busman's holiday from the GNCC series. They rode two-up on a modified DR350 and were the guests of honor at the Saturday night banquet at the Checkered Flag Restaurant at the Speedway, where they helped present a check for $12,300 to CF poster girl and dedicated trail rider Anne Mumford on behalf of American Suzuki.

Conditions for this year's event were totally the opposite of last year's nine inches of rain. An unusually dry spring made dust a limiting factor on the dirt roads. Course marshals were dispatched to encourage the overly enthusiastic to keep the dust down. Once into the woods, conditions and visibility markedly improved. It was grins all-around at the lunch stop in Bear Brook State Park, where the Foundation provided burgers, hot dogs and cold drinks at the Americorps headquarters, a picturesque 60-year-old Civilian Conservation Corps lodging camp.

Sunday's northern loop started out easy but got progressively more challenging for those who opted to do the hero sections, one of which was a 9-mile loop of the Rocky Mountain NETRA Hare Scramblers course. The reward of mountaintop views of the New Hampshire Lakes Region proved well worth the effort.

The Cystic Fibrosis Foundation wishes to express sincere thanks to the Merrimack Valley Trail Riders, and to trail boss John O'Connor, along with the event's sponsors: American Suzuki, American Airlines, Torco Racing Oils, Spectra Oils, High Tech Color Inc., BattleGreen Food Services, NETRA, the AMA, and Trail Rider Magazine. Special thanks to the Parks and Recreation Department of New Hampshire and the Police Chiefs of New Hampshire.

Thanks also go to Lisa T. and Karl Towsley for their strength and grace under pressure.

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Rich Atkinson (747) absconds with the holeshot in the first 250 Open B moto on the first day of the All-Star National in Carlisle, Pennsylvania.

Sexton, Dougherty dazzle Doublin Gap Motocross

By Jim Sanderson

CARLISLE, PA, JULY 3

Brandon Sexton and Mitchell Dougherty earned top honors in the 250cc Open B and 80cc (7-11) classes, respectively, on day one of the inaugural Pennsylvania All-Star National, hosted by the Yentzer family at the Doublin Gap MX Park.

Rich Atkinson nailed the holeshot of the first 250cc B moto on Saturday. Trailing him were Carl Snyder and David Ginolfi. On the infield section, Atkinson held the point position, with Snyder, Joseph Trone, Gregory Bowers and Ginolfi in tow. Snyder crashed, allowing Bowers, Ginolfi and Trone to move up a position, and Sexton rounded out the top five. Snyder remounted about midpack. Ginolfi passed Atkinson for the lead at the start of lap two. Then Bowers managed to get around Atkinson, dropping Atkinson to third, with Trone and Sexton holding on to fourth and fifth. Halfway through lap two, on the infield sweepers, Bowers passed Ginolfi for the lead. Ginolfi managed to take the lead back just after the start of lap three by doing the triple after the camel-back jump, while Bowers did not. Sexton passed Trone for fourth near the end of lap three. Ginolfi managed to pull away, and he took the checkered flag with a 16-second advantage. Atkinson made a huge mistake - overshooting a double just seconds away from the checkered flag - allowing Sexton to take second. Atkinson finished third, Tom Burton fourth and Bowers fifth.

Sexton earned the holeshot honors in the second 250cc B moto. In tow were Bowers, Snyder, Trone and Ginolfi. Just before the rhythm section, near the end of lap one, Ginolfi passed Trone for fourth. Sexton had a five-second advantage by the end of lap two. Ginolfi passed Snyder for third by tripling in the rhythm section. Snyder dropped to fourth. Halfway through lap three, Burton passed Trone for fifth. The top five were now Sexton, Bowers, Ginolfi, Snyder and Burton. Ginolfi managed to get around Bowers for second on the last lap but could not reel in Sexton by the time the checkers flew. At the finish it was Sexton, Ginolfi, Burton, Bowers and Snyder. Sexton earned the overall win with a 2-1 score.

Sean Hackley Jr. earned holeshot honors in the first 80cc (7-11) moto, followed by Jay Weller, Dougherty, Chad Wages and Willy Toth Jr. Weller quickly took the point position from Hackley, dropping him to second. Dougherty then managed to get around Hackley, dropping him another position to third. Along the tree line on lap two, Wages passed Hackley for third. Hackley dropped to fourth. The top five were now Weller, Dougherty, Wages, Hackley and Toth. Toth passed Hackley for fourth on lap three. Dougherty reeled Weller in by the last lap and passed him for the lead on the back straight along the tree line in lapped traffic. The moto went in the books as Dougherty, Weller, Wages, Toth and Hackley.

Wages nailed the holeshot in the second moto but was quickly passed by Weller and Dougherty. Toth and Derrick Wile were fourth and fifth. The top five spread out and the order remained unchanged until lap three, when Weller crashed after the step-down tabletop just after the start area. Dougherty assumed the point position. Wages moved up to second. Toth was third, Wile was fourth and Hackley now rounded out the top five. Weller remounted sixth. Moto two's finishing order was Doughty, Wages, Toth, Wile and Weller.

Results

50 STK (4-8): 1. Justin Maylath (Yam); 2. John Heller (Yam); 3. Cody Gillen (Yam); 4. Kevin O'Laughlin (Yam); 5. Stephen Haigley (Yam).

50 (4-6): 1. Garret Toth (Cob); 2. Jacob Grove (Cob); 3. Brandon Seibold (Cob); 4. Kyle Ferri (KTM).

50 (7-8): 1. Colton Bailey (Cob); 2. Broc Schmelyun (Kaw); 3. Thomas Mudgett Jr. (Cob); 4. Joshua Sexton (KTM); 5. Ricky Ferri (Lem).

60 (7-9): 1. Sean Hackley Jr. (Kaw); 2. Gary Radford Jr. (Kaw): 3. Colton Bailey (Kaw); 4. Zachary Harrington (Kaw); 5. Mark Davis (Kaw).

60 (10-11): 1. Mitchell Dougherty (Kaw); 2. Chad Wages (Suz); 3. Willy Toth Jr. (Kaw); 4. Derrick Wile (KTM); 5. Tyler Kline (Kaw).

80 (7-11): 1. Mitchell Dougherty (Yam); 2. Chad Wages (Suz); 3. Willy Toth (Suz); 4. Jay Weller (Suz); 5. Derrick Wile (KTM).

80 (12-13): 1. Robert Kiniry (Kaw); 2. Nicholas Evennou (Kaw); 3. Jedediah Haines (Kaw); 4. Dan Scilipote (Yam); 5. Ryan O'Laughlin (Yam).

80 (14-15): 1. Derrick Forrester (Kaw); 2. Robert Irving (Hon); 3. Zachary Feaster (Yam); 4. Billy Treichler (Hon); 5. Joe Beyer (Yam).

S/MINI: 1. Robert Kiniry (Kaw); 2. Nicholas Evennou (Kaw); 3. Dan Scilipote (Yam); 4. Ryan O'Laughlin (Yam); 5. Blake Taylor (Yam).

125 A: 1. David Kratz (Yam); 2. Michael Rothstein (Hon); 3. Brad Batson (Hon); 4. Dennis Dagostino (Yam); 5. Samuel Forrester (Kaw).

125 B: 1. Ryan Mills (Hon); 2. David Ginolfi (Kaw); 3. Matthew Coyle (Yam); 4. Mike Brown (Hon); 5. Brian Carlisle (Yam).

250 A: 1. Kevin Brodsky Jr. (Yam); 2. Jeffrey Grove (Suz); 3. Shawn Berrier (KTM); 4. Samuel Forrester (Kaw); 5. Michael Freet (Kaw).

250 B: 1. Brandon Sexton (Kaw); 2. David Ginolfi (Kaw); 3. Thomas Burton (Yam); 4. Gregory Bowers (Kaw); 5. Rich Atkinson (Hon).

250 C: 1. William Miller (Yam); 2. Mike Corbin (Yam); 3. Lonnie Krout (Suz); 4. Michael Foust (Yam); 5. David Kemnick (Yam).

SCHBY: 1. Ryan Mills (Hon); 2. Brian Carlisle (Yam); 3. William Cohenour (Hon); 4. Matthew Coyle (Yam); 5. Robbie Sparks (Suz).

CLGBY: 1. Dennis Dagostino (Yam); 2. Michael Rothstein (Hon); 3. Toby Baldauf (Yam); 4. William Miller Jr. (Yam); 5. Joe Fontana (Yam).

25+ A: 1. David Kratz (Yam); 2. Shawn Berrier (KTM); 3. Tim Schmelyun (Kaw); 4. Jamie Anspacher (Kaw); 5. Joseph Briggs (Kaw).

25+ B: 1. Rod Wilson (Hon); 2. Wesley Turner (Kaw); 3. Don Clarke (Suz); 4. Jason Shelton (Yam); 5. Jason Earhart (Suz).

30+ A: 1. Jeffrey Grove (Suz); 2. Tim Schmelyun (Kaw); 3. Harlan Seiverling (Hon); 4. Allen Gavlak (Kaw); 5. Daniel Sheffer (Kaw).

30+ B: 1. Kim Kline (Hon); 2. Stephen Hoover (Kaw); 3. Don Clarke (Suz); 4. Jim Hilty (Yam); 5. Carl Neidelinger (Yam).

30+ C: 1. Thomas Nagle (Suz); 2. Tom Smith (Hon); 3. William Seagle (Kaw); 4. Richard Ford (Hon); 5. Japheth Lucas (Kaw).

40+: 1. Bob Huston (Hon); 2. David Kindness (Kaw); 3. Rick Wenger (Hon); 4. Frank Zee (Hon); 5. Timothy Nowroski (Kaw).

U/L B/C: 1. Mike Brown (Hon); 2. Gregory Bowers (Kaw); 3. Charlie Fisher (Suz); 4. Thomas Fernandez (Yam); 5. Kirk Riley (Hon).

Carroll cool at Old Town Park MX

By Rupert X. Pellett

FRANKFORT, OH, JUNE 27

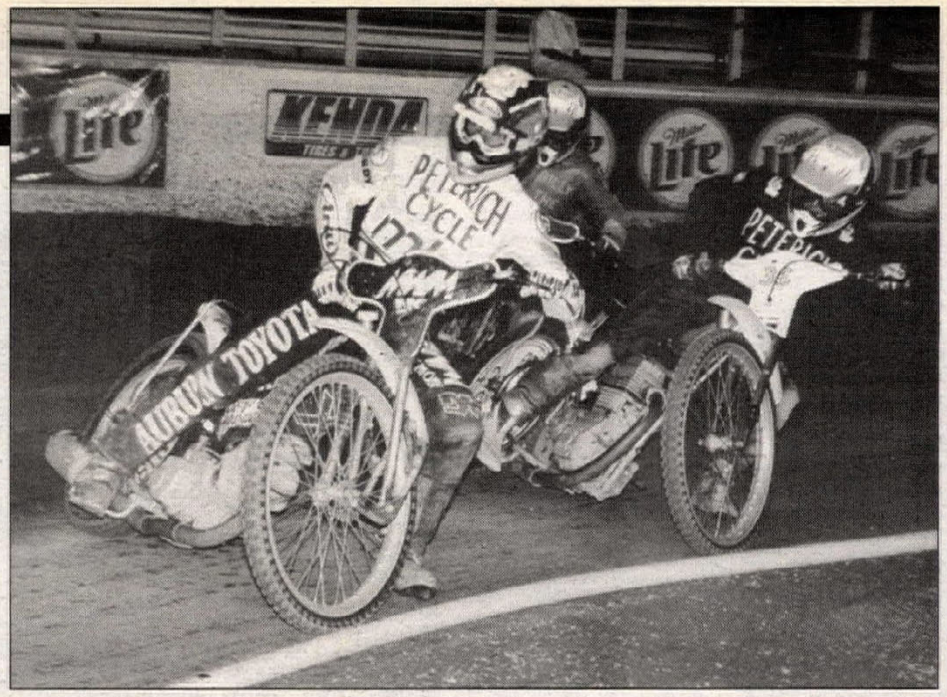
Teenage wonderboy Nick Carroll of Amanda, Ohio, was on the gas at Frankfort's Old Town Park Motocross. The 13-year-young Kawasaki-mounted speedster sailed his green machine to the win in the 80cc Extra class under near-perfect conditions. Promoter Jeff Kellis laid down tons of mulch onto the park-like motocross course, and with a badly needed misty rain falling in the morning, the track retained a nice moisture to keep down the dust. While the first motos were run in slightly muddy conditions, the second motos featured a nice, tacky race track.

While Carroll was able to motor over the competition in the 80cc Extra class, he settled for second overall behind the Yamaha of Nathan Skaggs in the 80cc Senior division, as Skaggs' 2-1 postings beat out Carroll's 3-2 performance.

Florida's Ricky Renner was unstoppable in the 65cc class. The KTM rider went 1-1 over local hotshoe Tyler "Danger-Boy" Bowers' 2-2 finish in this heavily contested class.

Results

50 (4-6): 1. Ed Brightwell; 2. Cherokee Gang.
50 (7-8): 1. Axl Moler; 2. Nick Ferguson.
65: 1. Ricky Renner; 2. Tyler Bowers; 3. Ryan Brumfield.
80 (12-15): 1. Nick Carroll; 2. Tanner Reed; 3. Adam Lester.
80 SR: 1. Nathan Skaggs; 2. Nick Carroll; 3. Kyle Combs.
SCHBY 125: 1. Justin Horner; 2. Kyle Atwood; 3. David Herb.
125 A: 1. Joe Oehlhof.
125 B: 1. Gerald Bennett; 2. Larry Cobb; 3. Dustin Cottrill.
125 C: 1. Kyle Atwood; 2. Robert Rowe; 3. Mark Angus.
250 A: 1. Joe Oehlhof; 2. Dallas Avery; 3. Ted Campbell.
250 B: 1. Chris Smith; 2. Tony Brown; 3. Dave Horn.
250 C: 1. Andrew Recker; 2. Mark Wagonner; 3. Jeff Klamfoth.
16-24: 1. Chris Smith; 2. Gerald Bennett; 3. Ryan Williams.
25+A: 1. Dallas Avery.
25+B: 1. Joey Ford; 2. Dave Horn; 3. Richard Spangler.
30+: 1. Hal Combs; 2. Joey Ford; 3. Dave Horn.
40+: 1. Tim Malott; 2. Tom Recker; 3. Tim Root.
OPEN: 1. Steve Anneshansley; 2. Mark Smith; 3. Bart Barok.



In Scratch main Speedway action at the California State Fairgrounds in Sacramento, Bart Bast leads Ian Ferris. Bast was first, Billy Janniro (in the background) took second, and third went to Ferris, who also won the Handicap main.

Bast, Ferris wheel to Cal-Expo wins

By M. Sober
Photo by Gen Moore

SACRAMENTO, CA, JUNE 26

Northern California Champion Bart Bast took the Scratch main-event win before 1500 enthusiastic Speedway fans at the California State Fairgrounds, next to the American River in Sacramento, California. Former Junior rider Ian Ferris topped the night's total points list for the first time in his young life when he garnered third place in the Scratch main and won the Handicap main.

Lined up across the tapes in the Scratch main from the pole to the outside were Ferris, Bast, Billy Janniro and Jimmy Sisemore, but just before the tapes rose to signal the start of the race, Jimmy Sisemore decided to go. The trouble was that the tapes weren't as quick as "The Jammer," and Sisemore was disqualified for mangling the fluorescent starting tapes.

"I think that's only the second time I've ever been tossed out of a race for busting the tapes - and I can't remember the other time," quipped Sisemore later.

On the restart, Bast took advantage of Sisemore's absence, took the gate ahead of Ferris and was gone. Ferris stayed in second for 99 percent of the race, losing the runner-up spot when Janniro made a last-gasp suicide move to steal second at the buzzer. Bast was never threatened and rode to an easy win. Ferris finished third, and Sisemore was credited with fourth.

In the Handicap main, Robert Curry and Ferris began from the 20-yard line. On the 30 were Ryan Fisher and Dave Faria. Sisemore and Mike Faria rounded out the field on the 50. At the start, Ferris jumped ahead of Curry and set a brisk early pace. Curry wanted to move up on the fleet youngster but found another, even younger competitor immediately nipping at his heels. Junior phenom and 500cc rookie Ryan Fisher was on the gas and wanted to get past the former I.C.E. racing champion. As Fisher played lunge-and-parry with Curry, Ferris was busily getting away from the pack. Meanwhile, Sisemore was trying everything he could to work his way from the back of the pack to the front, and at the beginning of the third lap he worked his way under Dave Faria. Fisher then took second away from Curry. Sisemore quickly moved up under Curry and into third place, but it was too little, too late. Fisher closed slightly on Ferris in the last turn, but came up half a dozen bike lengths short, and Ferris had his second Handicap main of the year.

"Boy, it's great to get a win on this track, said Ferris after the race. "I thought for sure that I'd be feeling Jimmy or somebody before the checkered flag, but when I looked around; I was amazed that they weren't catching me. I guess I didn't make many mistakes. This one's for the fans and Peterich Cycle."

Fisher held on to second place, Sisemore was third, Dave and Mike Faria were fifth and sixth respectively, and Curry was at the back, making sure nobody got behind him.

Results

SCR: 1. Bart Bast (Jaw); 2. Billy Janniro (Jaw); 3. Ian Ferris (Jaw); 4. Jimmy Sisemore (Jaw).

HDCP: 1. Ian Ferris (Jaw); 2. Ryan Fisher (Jaw); 3. Jimmy Sisemore (Jaw); 4. Dave Faria (GM); 5. Mike Faria (GM).

D-2: 1. Donny Powell (Jaw); 2. John O'Connell (Jaw); 3. Harlan Bast (Wes).

D-3: 1. Kevin Ferrera (Wes); 2. Craig Boone (Jaw); 3. Ron Woodsford (Jaw).

D-1 JR: 1. Eric Carrillo (Jaw); 2. Bryan Yarrow (Jaw); 3. Chris Kerr (Wes).

D-2 JR: 1. J.T. Mabry (Jaw); 2. Greg Hooton (Wes); 3. Ray Linn (Wes).

The Brothers MacMillan sweep Orlando MX

By Craig Johnson and Angela Harden

BITHLO, FL, JUNE 12

The MacMillan brothers, Zach and Tyler, swept the 60cc Beginner class on a warm and humid night of racing at round nine of the Orlando Motocross Park Track Series. The threat of rain was there but never came close to the track. Tyler pulled the holeshot in the first moto and pulled a small lead on the opening lap. The order was Tyler MacMillan, Zach MacMillan, Cory Holborn, Donald Johnson and Ethan Ellis. Zach quickly closed the gap on the next lap and was ready to set up for the pass. Tyler went down, handing the lead to brother, and Zach led to the end. Holborn took over second and held it until the last lap. After a first-lap crash, Levi Bufkin was now up to fifth. On the last lap, Holborn fell and dropped to fifth. Tyler got second back, and Bufkin passed Johnson for third.

The second moto was all Zach MacMillan. The order on the first lap was Zach, Tyler, Bufkin, Ellis and Holborn. The MacMillan brothers pulled away and were never threatened. In the end, it was Zach, Tyler, Holborn, Bufkin and Johnson.

In the combined 80cc classes, Donald Solley pulled the holeshot, followed by John Hoos, Taylor McDonald, and Dexter Bufkin. On the second lap, Hoos took the lead. Around

halfway, Bufkin overtook McDonald for third, leading his class. The order stayed the same for the remainder of the moto. McDonald led the second moto, followed by Hoos, Bufkin and Solley, who went down in the first turn. At the second corner, Hoos passed for the lead and never looked back. On the second lap, McDonald went down and Bufkin closed the gap. Bufkin tried the inside through the rhythm section but could not get past. Meanwhile, Solley had rejoined the race and was gaining on the two. At halfway, three seconds separated second to fourth. Solley passed Bufkin and set his sights on McDonald, who went down and dropped to fourth. At the end, the order was Hoos, Solley, Bufkin and McDonald.

Results

P/W BEG: 1. Joshua Martin; 2. Tyler Dupre; 3. Mark Przystawski; 4. Jonathan Johnson; 5. Billy Aloupis.
P/W (4-6): 1. Levi Bufkin; 2. Bradley Bonds.
P/W (7-9): 1. Mason Bonds; 2. Ashley Fiolek; 3. Samantha Bonds; 4. Kyle Balla; 5. Zack Mackey.
P/W SPCL: 1. Nicholas Taylor; 2. Dylan Wilson; 3. Nick Johnson; 4. Quian McKenna; 5. Tyler Wilson.
P/W MOD: 1. Ashley Fiolek; 2. Levi Bufkin; 3. Mason Bonds.
60 BEG: 1. Zach MacMillan; 2. Tyler MacMillan; 3. Cory Holborn; 4. Levi Bufkin; 5. Donald Johnson.
60 (9-11): 1. Taylor McDonald; 2. Bubba Monett; 3. Blaine Miller; 4. Ryan Tremblay.
S/MINI: 1. Donald Solley.
80 BEG: 1. Dexter Bufkin; 2. Taylor McDonald.
80 (7-11): 1. Donald Solley.
80 (12-15): 1. John Hoos.
125 BEG: 1. Marcus Rementer; 2. John Hoos; 3. Jon Keyser; 4. Dustin Robson; 5. Mike Wilson.
125 C: 1. Randy Wilbur; 2. Robert Shaver; 3. Casey Gulick; 4. Nathan Sutton.
250 C: 1. Ricky Hanson.
30+: 1. Craig Johnson.
35+: 1. Dave Crook; 2. Jim Peli.

Hendricks digs up SOIL Hare Scrambles win

By Vickie Banes

JONESBORO, IL, JUNE 6

The Mid-South and SOIL Hare Scrambles series co-sanctioned a race that drew approximately 120 riders from Illinois, Missouri, Indiana, Kentucky, Tennessee and Mississippi. It was a very hot and muggy day, with temperatures in the 90s, and the humidity took its toll on the riders.

Mid-South series Expert rider Gary Hendricks took the overall win after going back and forth with Lance Smith.

"It was a good course," Hendricks reported. "I took advantage of the creeks to keep cool."

Performance Cycles/Fox Racing Gear's Hendricks was third going into the woods. He came around in first place on laps one and two, but Smith was in the lead the third lap.

"Lance fell in a creek and I was able to pull away from him," said Hendricks.

He stayed in the lead the rest of the race.

The current leader of the SOIL Hare Scrambles Series, John Roth, finished third in the Expert class.

"The trail was easy and faster than usual," Roth said. "I got hung up on an off-camber hill and trailers slowed me down. I opted to not push myself."

P.A. Allen won the 200 A class and got third overall.

"I loved the course," enthused Allen. "It wasn't even dusty. I flipped it on the start, then played catch-up."

Dwayne Miinch got second in the Vet class.

"It wasn't as fast as I thought it was going to be," Miinch said. "There were enough tight spots that made it fun. The first time I rode this track, it was smooth. Now it's getting gnarly."

Trail of Tears did a good job of setting up the course, and the Mid-South scoring system impressed a lot of the riders from the SOIL Series.

The mix of talent from both series matched riders who do not usually compete with one another. Not knowing the rider next to you on the starting line can definitely make for an exciting afternoon.

Results

BEG: 1. Jeffrey Sutton (Kaw); 2. Hanson (Hus); 3. Keith Huckstep (Yam); 4, Jearmie Gupton (Kaw); 5. Ronnie Trexler (Kaw).
200 A: 1. P.A. Allen (Suz); 2. Chad Froman (Kaw); 3. Sam Gosnell (Yam).
200 B: 1. Shawn Sanders (Yam); 2. Richard Bruce (Kaw); Barry McEntire (Kaw).
250 OPEN A: 1. Gary Hendricks (Kaw); 2. Lance Smith (Kaw); 3. John Roth (Yam); 4. Tanner England (Yam); 5. Dustin Gibson (KTM).
250 B: 1. Tim Baker (KTM); 2. Mark Barton (Kaw); 3. Don Becktell (CRE); 4. Charlie Meyer (Kaw); 5. John Cash (Kaw).
OPEN B: 1. John Dodd (KTM); 2. Steven Lambruno (Yam); 3. Gene Thurman (KTM); 4. David Qualls (Hon); 5. Chris Rickard (Hon).
4-STRK A/B: 1. Billy Proffitt (Hon); 2. Neal Vanway (Yam); 3. David Dougherty (Hon); 4. Mark Erwin; 5. Kevin Becktill (Hon).
4-STRK C: 1. Jason Wofford (Yam); 2. Mitch Tapley (Hon); 3. Heath Sutton (Hon); 4. Bub Nicewinter (Kaw).
VET: 1. Jones Ruel (Yam); 2. Duane Miinch (Hon); 3. Jim Bates (Hon); 4. John Banes (Kaw); 5. Christopher Hutson (KTM).
VET C: 1. Ronald Beach (ATK); 2. Wesley Jordan (Yam); 3. Steve Pinson (Yam); 4. Bill Fagan (Hon); 5. James Collins (Hon).

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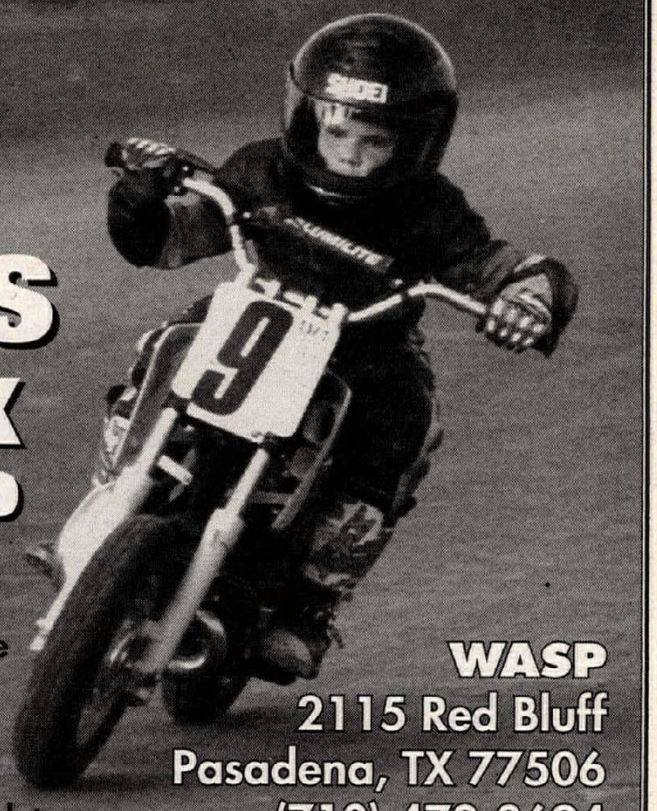

Evan Aronson piloted his WASP SR., to a one mile win and a short track win to claim the overall #1 plate as the senior 50cc rider. Evan was clocked at 81 mph in the one mile track race at Indianapolis, Indiana July 4, 1999. Evan will carry the number one plate the entire year of 2000. We at WASP congratulate Evan on his excellent ride to dominate the 50cc SR. Class at the Nationals.

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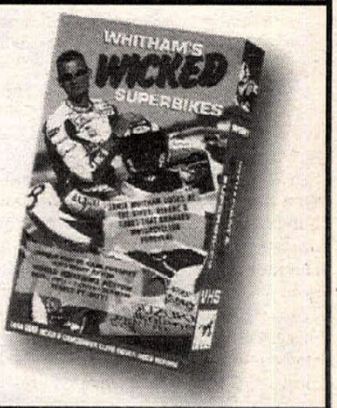

(#112) British WSB hero Jamie Whitham hosts this show from the producers of Video Nasty 1 & 2 as a number of superbike highlights are featured. See Whitham, Carl Fogarty and Terry Rymer on camera and in the races that made their careers, plus looks at Fabrizio Pirovano, Rob McElnea, and Fred Merkel.

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SR C: 1. William Easten (Suz); 2. Janson Dukes (Kaw); 3. Robert Jackson (KTM); 4. Thomas Corpton (Hon).

LT TRL: 1. Timothy Henderson (Hon); 2. Tyler Dillehay (Hon); 3. Robert Scheper (Kaw); 4. Tim Weber (Kaw); 5. Dale Shea (Hon).

Davenport takes the throne at Cedar City Motocross

By Dick Goodwin

CEDAR CITY, UT, JUNE 26

South Valley Motorsports' Gray Davenport took on the 85cc Intermediate class and smoked the other fast mini guys. JH Racing's Tyson Hernandez grabbed the first-moto holeshot, with Davenport and Kappy Kealamakia glued to his rear fender. Davenport pressured Hernandez and made his move at the tricky doubles before the rhythm section, outjumping Hernandez to take over the lead. Kealamakia stayed close in third as the top three pulled a lead on the field. Davenport increased the pressure as he flashed around the course at an impressive pace. As Davenport soared to the first-moto win, a really fierce battle was taking place behind him for second. After several laps of close racing, Kealamakia was able to edge Hernandez for the runner-up spot.

Davenport didn't waste any time in race two, leading from the drop of the gate. Kealamakia and Applied Racing's Justin Fraughton were vying for second, as Tyler Mortensen was trying to stay with the lead pack. Davenport pulled away once again, dazzling the crowd with his style and speed. He was the only mini rider doing the big doubles. Davenport went on to win his second straight race and the overall 85cc Intermediate trophy, as Kealamakia surged into second, and second overall. Fraughton finished ahead of Mortensen to nail down third overall.

Action was fast and frantic in the Pro classes, as Jason Partridge conquered the 125s while Sam Mortensen locked up the 250s.

Craig's Yamaha/Pro Circuit-sponsored Brandon Barnes snatched the holeshot in the first 125cc Pro race, but Partridge whistled past him in the third corner. Barnes wouldn't let go and stayed in Partridge's shadow as they railed around the track. Finally, Partridge eked out a close win. Barnes scored second, ahead of Sam Mortensen and Smith's Motorsports' Korey Smith.

In the second moto, Barnes once again corralled the holeshot. Partridge zapped him at the finish-line tabletop, and it was pass-and-repass for the rest of the race. Jason Partridge ended up with the overall over Brandon Barnes in a great 125cc Pro contest.

The 250cc Pro action was riveting, as well. Partridge blasted out in front as Cedar Ridge Sports' Sam Mortensen squeezed past Competition Cycles' Kirk Huff at the first set of doubles. Sam Mortensen stayed right with Partridge as the two raced in tandem around the track. Finally, Mortensen dropped it in the big sweeper, giving Partridge an easy win. Mortensen recovered to salvage second.

Huff smoked the start of race two, with Partridge all over him. The two leaders collided in midair over the doubles and both went down. This allowed Sam Mortensen to cruise to an easy win and the overall 250cc Pro crown. Kirk Huff finished second overall, ahead of Jason Partridge.

Results

P/W SHFT (4-8): 1. Austin Hunsaker (Yam); 2. Zack Strong (Yam); 3. Bryson Palacios (Yam); 4. Bryce Smith (Yam); 5. Arnie James Alba (Yam).

P/W STK (4-6): 1. Tanner Krahenbuhl (Cob); 2. Tash Hansen (Cob); 3. Blake Savage (KTM); 4. Bo Welcker (KTM); 5. Connor Butterfield (Pol).

P/W STK (7-8): 1. Ronnie Goodwin (Cob); 2. Dakota Sorochuk (Lem); 3. Dallas Neath (Cob); 4. Clint Kelly (KTM); 5. Quade Haynie (ATK).

P/W OPEN (4-8): 1. Ronnie Goodwin (Cob); 2. Tanner Krahenbuhl (Cob); 3. Jeagher LaFountaine (Cob); 4. Blake Savage (KTM); 5. Tash Hansen (Cob).

P/W HEADS UP: 1. Jeremy Allred (Yam).

65 JR (6-8): 1. Colby Sorensen (Kaw); 2. Austin Stucki (Kaw); 3. Hayden Roberts (Kaw); 4. Travis Leavitt (Kaw); 5. Landon Powell (Kaw).

65 JR (9-11): 1. Brandon Kealamakia (KTM); 2. Brady Powell (Kaw); 3. Jesse Felter (Kaw); 4. Eric Barlow (Kaw); 5. Braden Butterfield (Kaw).

85 BEG: 1. Jayson Jensen (Hon); 2. Eric Millett (Yam); 3. Patrick Reisling (Yam); 4. Nathan Davis (Yam); 5. Cody Wallis (Kaw).

85 JR (7-11): 1. Michael Parker (Hon); 2. Brandon Kealamakia (Yam); 3. Brady Powell (Suz); 4. Wesley Harris (Yam); 5. Orrin Wilcock (Suz).

85 JR (12-15): 1. Jake Christensen (Yam); 2. Steven Alba (Yam); 3. Lyle Almond (Yam); 4. Jeremy O'Driscoll (Yam); 5. James Beck (Yam).

85 INT (7-15): 1. Gray Davenport (Kaw); 2. Kappy Kealamakia (Kaw); 3. Justin Fraughton (Hon); 4. Tyler Mortensen (Kaw); 5. Tyson Hernandez (Suz).

S/MINI: 1. Gray Davenport (Yam); 2. Kappy Kealamakia (Kaw); 3. Michael Parker (Hon); 4. Jake Christensen (Hon); 5. Steven Alba (Yam).

125/250 BEG: 1. D.J. Gardner (Hon); 2. Danny Doyle (Kaw); 3. Travis Roberts (Yam); 4. Anthony Christman (Hon); 5. Jack Doyle (Yam).

125 JR: 1. Joseph Page (Yam); 2. Jason Derschan (Kaw); 3. Joshua Thurgood (Yam); 4. T.J. Dawe (Kaw); 5. Chance Bulloch (Yam).

125 INT: 1. Josh Bulloch (Yam); 2. Kade Ashley (Yam); 3. Mat Bates (Yam); 4. Marcus Davis (Yam); 5. Joshua Rickett (Suz).

125 PRO: 1. Jason Partridge (Suz); 2. Brandon Barnes (Yam); 3. Kirk Huff (Yam); 4. Korey Smith (Suz).

250 JR: 1. T.J. Dawe (Yam); 2. Richard Buhler (Yam); 3. Jeremy Nelson (Hon); 4. Tyler Stewart (Yam); 5. Boe Krahenbuhl (Yam).

250 INT: 1. Aaron Bezzant (Hon); 2. T.J. Nunley (Hon); 3. David Bush (Kaw); 4. Russ Bezzant (Hon); 5. Josh Taylor (Kaw).

250 PRO: 1. Sam Mortensen (Yam); 2. Kirk Huff (Yam); 3. Jason Partridge (Suz).

OPEN JR: 1. Scott Theobald (Yam); 2. Joshua Thurgood (Yam); 3. Jason Derschan (Kaw); 4. Clark Ungerman (Yam); 5. Jordan Barden (Hon).

OPEN INT: 1. Aaron Bezzant (Hon); 2. T.J. Nunley (Hon); 3. Chris Mutz (Yam); 4. Russ Bezzant (Hon); 5. Kade Ashley (Yam).

25+ JR: 1. Tony Bate (Hon); 2. Trevor Astrope (Kaw); 3. Craig Farnsworth; 4. Tyler Astrope (Kaw).

25+ INT: 1. Jason Oleniczak (Kaw); 2. Dave Reese (Yam); 3. Jim Mayfield (Yam); 4. Dave Deschamps (Yam); 5. Ben Kelly (Hon).

30+ JR: 1. Brent Astrope (Yam); 2. Best Bailey (Yam); 3. John Tieben (Kaw).

30+ INT: 1. Jay Migliore (Hon); 2. Rick Tapp (Hon); 3. Troy Fitch (Yam); 4. Ken Lund (Hon); 5. Rich Stucki (Hon).

40+ JR: 1. Jay Migliore (Hon); 2. Kenny Meeker (Hon); 3. John Tapp (KTM); 4. Seth Butterfield (KTM); 5. Leonard Herdle (Kaw).

WMN: 1. Kelle Adams (Kaw); 2. Kim Bush (Yam).

Mitchell tastes victory at Lake Sugar Tree Motocross

By Jay Hauser

AXTON, VA, JUNE 27

When the seventh annual Ballzee Aggressive Wear Grand Championship Series kicked off at one of the Southeast's most famous circuits, Lake Sugar Tree Motocross in southern Virginia, it was none other than Sonny Mitchell with another double moto sweep.

The day started under a dense fog, with rain in the forecast, but David Howerton and the Side-By-Side Racing staff had the track in primo shape, and Mitchell took advantage of it to not only manage wins in both motos of the competitive field of Over 40 riders, but to do so with two holeshots going away! KTM rider Nick Allen put in a good ride to take runner-up in both outings, holding off Suzuki-mounted Greg Driscoll in the first and Brian Batterson in the second. Batterson's third in moto two put him on the podium with Mitchell and Allen, while Joseph Ogle slid in and put Driscoll back into fifth by the end of the day.

With a little over half of the day's program in the record books, a 30-minute downpour ensued, turning the track into one big mudhole and wreaking havoc on the final results. Mitchell was unable to back up his first-moto finish of second in the Over 35 class. When the gate fell for moto two, the mud took its toll as Mitchell handed the lead over to a hard-fighting Ronnie Johnson. Husaberg-backed Ricky Joyce took the moto win and moved into second overall, and David Hobson rounded out the top three.

Jim Neese, National number 69, came away with an impressive three class overall wins, racking up five moto wins and a healthy chunk of change along the way.

The Over 25 A class was like a blast from the past as Neese battled one of his longtime friends, Chad Lough, on a borrowed YZ400. Neese easily took the first-moto win over Shane Templeton and "Wild Man" Dougie Neighbors, while Lough was slowed with a rear flat after running at the front of the pack.

When the gate dropped for the Over 25 A class, it was Lough with the holeshot, slinging mud everywhere. Neese gated about midpack but was knocking on Lough's rear fender by lap two. Lough held Neese at bay for almost two laps, but Neese's conditioning was all he needed as the heavy mud slowed Lough and his four-stroker. Jeff Mushala put in one heck of a ride to capture a third in moto two, but he just barely missed the podium for the day, as Neighbors and Templeton rounded out the top three.

Neese's other wins came in the 125 A and 250 A classes, as he had to work his way past the double holeshots of Mark Wagner, who showed the way early in both motos, only to be overtaken by Neese by moto's end. Chris Anstead followed Wagner across the line both times in the 250 A class to make the podium.

In the 125 A contest, Chad Newton - just coming back from a broken leg - scored a moto win over Neese. The moto win moved Newton into second for the day, while Wagner put in another fine ride to take third.

Results

80 (7-11): 1. Jeb Gaskill (Hon); 2. David Mitchell (Yam); 3. Lucas Bauer (Kaw); 4. Robert Crunley (Yam); 5. Wess Goins (Kaw).

80 (12-13): 1. Eric Brown (Kaw); 2. Wes Gauldin (Kaw); 3. Andrew Sartorius (Hon); 4. Tobin Farr (Yam); 5. David Bauer (Kaw).

80 (14-15): 1. Phillip Williams (Kaw); 2. Matthew Boyer (Suz); 3. Javier Silvarrey (Suz); 4. David Johnson (Yam); 5. Brandon Engle (Suz).

80 D: 1. Hinson Bradley (Suz); 2. Zach Knight (Kaw); 3. Devin Hargett (Hon); 4. James Clamp (Kaw); 5. Eric Bean (Suz).

S/MINI: 1. Eric Brown (Kaw); 2. David Bauer (Kaw); 3. Tobin Farr (Yam); 4. Brandon Engle (Suz).

Jim Neese (69) took both moto wins in 250cc A action in Axton, Virginia.

SCHBY: 1. . Christopher Roberts (Kaw); 2. James Barnes (Suz); 3. Robbie Reynolds (Yam); 4. Tommy Spelts (Yam).

125 A: 1. Jim Neese (Yam); 2. Chad Newton (Yam); 3. Mark Wagner (Yam); 4. Chris Anstead (Yam); 5. Shane Templeton (Suz).

125 B: 1. Raleigh Deel (Suz); 2. David Owens (Suz); 3. David Turner (Yam); 4. Eric Cox (Yam); 5. Kevin Beach (Yam).

125 C: 1. Bryan Nickelston (Hon); 2. James Barnes (Suz); 3. Scott Sartorius (Suz); 4. Christopher Roberts (Kaw); 5. Vincent Deyoung (Kaw).

125 D: 1. Chance Stewart (Yam); 2. Billy Foster (Yam); 3. Matt Lee (KTM); 4. Jonathan Angel (Suz); 5. Chris Casault (Hon).

250 A: 1. Jim Neese (Yam); 2. Mark Wagner (Yam); 3. Chris Anstead (Yam); 4. Allen Alford (Yam); 5. Shane Templeton (Suz).

250 B: 1. Jason Baldwin (Yam); 2. Joey Anthony (Suz); 3. Patrick Fleming (Yam); 4. Rick Nelan (Yam).

250 C: 1. Kenneth Ormond (Hon); 2. Jason Geyer (Suz); 3. Steven Cox (Yam); 4. Brad Porterfield (Suz); 5. Cory Gholson (Suz).

250 D: 1. William Johnson (Yam); 2. Robert Clarke (Kaw); 3. Brian Repass (Suz); 4. Bob Watson (Suz); 5. Jim McGlynn (Hon).

25+ A: 1. Jim Neese (Yam); 2. Doug Neighbors (Yam); 3. Shane Templeton (Suz); 4. Jeff Mushala (Yam); 5. Nelan McFarland (Kaw).

25+ B: 1. Jason Baldwin (Yam); 2. Russ Pickett (Yam); 3. Dustin Floyd (Suz); 4. Joey Anthony (Suz); 5. Billy Gibson (Kaw).

25+ C/D: 1. Robert Flynt (Kaw); 2. Chris Murphy (Hon); 3. Brad Porterfield (Suz); 4. Kenneth Taylor (Yam); 5. Charles Flanagan (KTM).

30+ A: 1. Allen Alford (Yam); 2. Ricky Joyce (Hbg); 3. Scott Shipley (Yam); 4. Jimmy Morris (Yam); 5. Stacey Redifier (Yam).

30+ B/C: 1. Ronnie Johnson (Hon); 2. David Hobson (Yam); 3. Tommy Jennings (Suz); 4. Jim Ley (Kaw); 5. Russ Pickett (Yam).

35+: 1. Ronnie Johnson (Hon); 2. Ricky Joyce (Hbg); 3. David Hobson (Yam); 4. Barry Nelson (Yam); 5. Greg Driscoll (Suz).

40+: 1. Sonny Mitchell (Suz); 2. Nick Allen (KTM); 3. Brian Batterson (Yam); 4. Joseph Ogle (Suz); 5. Greg Driscoll (Suz).

OPEN/4-STRK: 1. Russ Pickett (Yam); 2. Barry Nelson (Yam); 3. Mike Curry (Yam); 4. Jay Hauser (Yam); 5. David Howerton (Yam).

U/L: 1. Raleigh Deel (Suz); 2. Evan Repass (Suz); 3. Steven Cox (Yam); 4. Samuel Woullard (Suz); 5. Eric Cox (Yam).

Voss the boss at Spring Creek MX

By George and Karen Hodkinson

MILLVILLE, MN, JUNE 27

Heath Voss took advantage of a break in the rigorous professional motocross tour to make a stop at Spring Creek for round number three of the Super Series, and on his way to winning the 16-24 A and 250 A classes, he swept the classes with wins in each moto. Voss did his winning on his Big Valley/Sinisalo/Factory Connection/Great Lakes Aviation CR250. A whopping 749 entrants made it out for the event, which is less than the more than 900 who showed up earlier this year, but still an astounding number none the less. Track conditions were pretty much the same as in the previous race except the sand wash whoop section was noticeably easier in the beginning of the day, but the treacherous whoops got considerably deeper as the day wore on. Some midday rain also put a damper on things, as the large uphills were eliminated by day's end, though the track was back in top form.

At the start of the first 16-24 A moto, Voss was the first into turn one, followed by Dale Neubauer and Chad Sparks. Voss looked amazing and showed why he is one of the top professionals on the pro circuit today, as he flat out hauled to an eight-second lead on lap one. Sparks rode in second, followed by Neubauer, Mike Kann, Billy Edmonson and Rick Smith. Due to the large number of entries, all classes had to go four laps. At the finish, Voss had a 35-second lead when the checkered flag flew over the second-placed rider. Then the rain really began to fall, and Voss proved that he can easily ride the slick stuff. Kann was second at the finish on a CT Solutions YZ, with Edmonson third on a Caswell RM250. Matt Omann, riding exceptionally well this year, moved up into fourth at the end, followed by Neubauer and Sparks.

Moto two was dry and mint for the 20 riders on the line, and this time it was Jeremy Labeau leading the pack into turn one, followed by Neubauer and Smith. After the sand wash, Edmonson emerged in the lead, followed by Voss. Smith went down hard on one of the downhills, and Voss was in the lead, followed by Edmonson, Kann Neubauer, Kevin Beloy, Sparks and Labeau. From there, Voss went on to take the win, pulling out about three to five seconds per lap on the field. Kann was a consistent second and Edmonson a consistent third. Beloy made up for his first-moto 10th by taking fourth, with Sparks rounding out the top five.

Results

MICRO MINI (4-6): 1. Gannon Audette; 2. Justin Regenscheid; 3. Andrew Diblet; 4. Darrell Lutrell; 5. Brad Burt.

MICRO MINI (7-8): 1. Alex Ettesvold; 2. Cory Vandal; 3. Jason Kneiszler; 4. Bryan Klavetter; 5. Dustin Overby.

MICRO P/W (4-8) D-1: 1. Cody Yule; 2. Derek Marquett; 3. Tim McCoy; 4. Andrew Lathe; 5. Travis Dolan.

MICRO P/W (4-8) D-2: 1. Cody Wickstrom; 2. Eric Johnson; 3. Chris Pauzke; 4. Dylan Lengyel; 5. Riley Kroone.

P/W: 1. Cody Gilmore; 2. Casey Fisher; 3. Matt Zebro; 4. Alex Martin; 5. Justin Rudolph.

MINI JR (7-11): 1. Cody Gilmore; 2. Spencer Dally; 3. Jeremy Girard; 4. Jade Dungey; 5. Brad Parks.

MINI JR (12-13): 1. Scott Ehlenfeldt; 2. James Easler; 3. Jesse Goskey; 4. Tony Traxler; 5. Tyler Neese.

MINI SR (14-15): 1. Joseph Ettesvold; 2. James Owens; 3. Adam Klimek; 4. Tony Ahlers; 5. Nathan Jacobs.

OPEN MINI (10-15): 1. Joseph Ettesvold; 2. Tony Traxler; 3. James Easler; 4. James Owens; 5. Spencer Dally.

YTH: 1. Matt Judnick; 2. Jesse Johnson; 3. Josh Carlson; 4. Kyle Schantzen; 5. Teddy Maier.

16-24 A: 1. Heath Voss; 2. Mike Kann; 3. Billy Edmonson; 4. Matt Omann; 5. Chad Sparks.

16-24 B: 1. Troy Mealey; 2. B.J. Johnson; 3. Mike Schultz; 4. Matt Anderson; 5. Ben Maier.

16-24 C-1: 1. Jed O'Connor; 2. Justin Helges; 3. Aaron Benson; 4. Jeremiah Johnson; 5. Jacob Maas.

16-24 C-2: 1. Jason Ericson; 2. Chad Arthur; 3. Brandon Peters; 4. Joe Goeltl; 5. Tyler Thompson.

25+ A: 1. Cory Keeney; 2. Brandon Backs; 3. Brent Stevenson; 4. Craig Schwarz; 5. Bryan Hunt.

25+ B: 1. Josh Huls; 2. Bern Seleski; 3. Dave Lawry; 4. Robert Kohl; 5. Kevin Schlegel.

25+ C-1: 1. Guy Brown; 2. Corey Pettis; 3. Calvin Bean; 4. Phillip Kairis; 5. Bruce Richgels.

25+ C-2: 1. Wes Wyman; 2. Terry Swanberg; 3. Leon Hauge; 4. Chad Schmidt; 5. Tim Kurtz.

VET A: 1. Bryan Hunt; 2. Rusty Sorensen; 3. Dan Luloff; 4. Robert Halstead; 5. Dan Marcotte.

VET B: 1. Ron Heppner; 2. Mike Fox; 3. Bern Seleski; 4. Eric Johnson; 5. Gary Goeden.

VET C-1: 1. Kurt Kurtzweg; 2. Leon Hauge; 3. Jason Witham; 4. Guy Brown; 5. Kye Longtin.

VET C-2: 1. Greg Rerucha; 2. John Monroe; 3. Bruce Richgels; 4. Mike Stunne; 5. Mark Jones.

SR 40+ A: 1. Mike Graif; 2. Dan Zelazny; 3. Jack Parenteau; 4. Gary Gengel; 5. Dana Koenig.

SR 40+ B: 1. Brian Byrne; 2. Larry Costello; 3. Mike Quinn; 4. Dale Winczewski; 5. Gary Groth.

SR 40+ C: 1. Mark Igoe; 2. Brent Weichelt; 3. Dan Schraufnagel; 4. Gary Schildgen; 5. Larry Ahlers.

S/SR 50+: 1. Dave Knospe; 2. Mike Quinn; 3. Mike Christy; 4. Doug Baumann; 5. Hank Bronowicz.

WMN: 1. Samantha Hogy; 2. Dawn Winczewski; 3. Amy Groth.

125 A: 1. Eric Kowalik; 2. Cory Keeney; 3. Mike Kann; 4. Mike Luoma; 5. Matt Omann.

125 B: 1. Matt Judnick; 2. Jesse Johnson; 3. Tony Robertson; 4. Dustin Axthan; 5. Eric Vansteenwyk.

125 C-1: 1. Kyle Schantzen; 2. Nick Goodman; 3. Chris Lydon; 4. Tony Kruger; 5. Daniel Horgen.

125 C-2: 1. Steve Roessler; 2. Justin Helges; 3. Richard Ciupik; 4. Lance Roschlein; 5. Darby Hawson.

125 C-3: 1. Brad Knospe; 2. Shawn Riley; 3. Bennie Peterson; 4. Derek Osterberg; 5. Brandon Mueller.

250 A: 1. Heath Voss; 2. Cory Keeney; 3. Brandon Backes; 4. Eric Kowalik; 5. Mike Luoma.

250 B: 1. Mike Schultz; 2. Richard Kissner; 3. Troy Mealey; 4. Luke Routh; 5. David Lawry.

250 C: 1. Jeremiah Johnson; 2. Travis Woodward; 3. Wes Wyman; 4. Josh Joswick; 5. Jason Witham.

Stommel stomps to KB Motocross win

By Bret Eckert

SACRAMENTO, CA, JUNE 25

Donny Stommel, on a PCP Yamaha/Parts in the Pits/FMF-backed Yamaha, rode to back-to-back moto wins in the ultracompetitive 125cc

Schoolboy Beginner class at round five of KB Racing's Spring Motocross Series. Stommel's win gives him a commanding lead in the Roseville Cycle/Rancho MC Dismantling/Racers Pit Shop/MC Concepts-sponsored series, and with one round remaining, a top-10 finish in the next round will guarantee him the series overall.

Stommel gated well in moto one and was in the lead pack rounding the first turn, quickly establishing himself as the one to beat. A talented field of 16-year-old-and-under riders followed him, with Danny Harris in second, Suzuki-mounted Greg Nolen in third, and Chris Stewart and Tyler Bird rounding out the top five. Even with his stellar start and the tight KB layout, KX80 rider Harris could not maintain the torrid pace set by Stommel and dropped back a position on lap two, allowing Nolen to take over second. Making up for a poor start and moving up on the second lap, Honda rider Garrett Frey got by Bird and set his sights on Stewart in fourth. Everyone freight-trained behind Stommel for the next couple of laps, with passes attempted but none sticking. Finally, after seeing the white-flag signal, an inspired Stewart shot around Harris in time to claim third at the checkers. Stommel took the win with a commanding lead over Nolen in second. Harris held on to fourth, and Frey nailed down fifth.

Moto two started with the top riders from the first moto again at the front the pack and Stommel pulling off another of his patented holeshots. Frey made up for his mediocre first-moto start and was in second after the riders sorted themselves out through the first couple of turns on the first lap. Behind Stommel and Frey were Stewart, Nolen and Harris. Frey tried to put a wheel in on Stommel early on in the moto but did not succeed in taking over the lead. Behind them, the rest of the moto leaders settled in, not attempting any risky passes that could cost them their overall finishes on the night. Stommel settled into a good pace that kept everyone at bay while still making the race interesting. By the time the checkered flag flew, it was clear the race was Stommel's. Frey held on to second, with Stewart just a blink of an eye back in third. Nolen came by next in fourth, and Harris brought his 80 across in fifth.

Stommel's two firsts claimed the overall, but more importantly, they gave him a 21-point advantage over second-placed Joel Tenney in the series standings. With Stommel's astronomical lead, all he needs to do to take the series is show up at the last round of the series. Second on the night went to Stewart with a consistent pair of third-place finishes, while Nolen went home with third for his two-four finishes. Frey earned a fourth with his improved second-moto finish, while Harris finished with a respectable fifth on the evening.

Results

50 P/W JR: 1. Brittany Felkins (Yam); 2. Brett Schopp (Yam); 3. David Call (Yam); 4. Jake Reynolds (Yam); 5. Jerrad Colvin (Yam).

50 (4-6) BEG: 1. Ty Keenom (Cob); 2. Christian Standers (Cob); 3. Zak Fredrickson (Cob); 4. Jared Ney (Lem); 5. Stuart Luper (Cob).

50 (7-9) BEG: 1. Ty Keenom (Cob); 2. Keith Knight (HM); 3. Chad Smith (Cob); 4. Brett Hammann (KTM); 5. Adam Bushey (Hus).

50 NOV: 1. Joshua Greco (Cob); 2. Dylan Ney (Lem); 3. Jared Lang (Lem); 4. Joshua McPherson (KTM).

65 BEG: 1. Nethario Jones (Kaw); 2. Josh Fittro (Kaw); 3. Michael Sullivan (Kaw); 4. Sean Stommel (Kaw); 5. John Narvaez (Kaw).

65 NOV: 1. Matthew Spencer (Kaw); 2. Joey Harris (Kaw); 3. Stenson Womack (Kaw); 4. Joey Harris (Kaw); 5. Preston Mull (Kaw).

65 INT: 1. Greg Fouts (KTM).

85 (8-12) BEG D-1: 1. Chris Wackerly (Yam); 2. Joey Harris (Kaw); 3. J.D. Moore (Hon); 4. Matthew Lozada (Hon); 5. Michael Montero (Suz).

85 (8-12) BEG D-2: 1. Brad Kelly (Yam); 2. Ryan Reffner (Hon); 3. Stenson Womack (Kaw); 4. Cary Tiede (Hon); 5. Chris Budd (Hon).

85 (13-16) BEG: 1. Nick Richardson (Kaw); 2. James Sparkawk (Hon); 3. Danny Harris (Kaw); 4. Tony Sherman (Yam); 5. Kyle Feder (Yam).

85 NOV: 1. Adam Kowalczyk (Suz); 2. Jason Wackerly (Yam); 3. Rory Radovich (Kaw); 4. Jacob Challburg (Kaw); 5. Matthew Spencer (Kaw).

85 INT: 1. Vincent Blair (Hon).

125 SCHBY BEG: 1. Donny Stommel (Yam); 2. Chris Stewart (Yam); 3. Greg Nolen (Suz); 4. Garrett Grey (Hon); 5. Danny Harris (Kaw).

125 SCHBY NOV: 1. David Gassin (Yam); 2. Greg Center (Yam); 3. Cole Bridenbaker (Kaw); 4. Kyle Marsalla (Yam); 5. Court Tiede (Hon).

125 SCHBY INT: 1. Robert Harold (Yam).

125 SCHBY EX: 1. Daniel Blair (Yam).

125 BEG: 1. Steve Bouska (Kaw); 2. Scott Adams (Hon); 3. Garrett Frey (Hon); 4. Donny Stommel (Yam); 5. Chris Van Meter (Yam).

125 NOV: 1. Cole Bridenbaker (Kaw); 2. Cassidy Stafford (Yam); 3. Greg Center (Yam); 4. Tim Compton (Suz); 5. Joe Lillard (Kaw).

125 INT: 1. James Kowalla (Kaw).

250 BEG: 1. Shad Evans (Kaw); 2. Jared Washabaugh (Suz); 3. Louis Webb (Hon); 4. Shawn Deome (Hon); 5. Paul Scoen (Suz).

250 NOV: 1. Tim Stowe (Yam); 2. Nick Blain (Hon); 3. David Bird (Yam); 4. Jason Gerbi (Hon); 5. Paul Gerbi (Hon).

PRO AM: 1. Aaron Burns (Yam); 2. Daniel Blair (Yam); 3. Robert Harold (Yam); 4. James Kowalla (Kaw).

25+ BEG: 1. Louis Webb (Hon); 2. John Hodge (Kaw); 3. Alfred Yarbrough (Yam); 4. Nick Lenac (Suz); 5. Shawn Deome (Hon).

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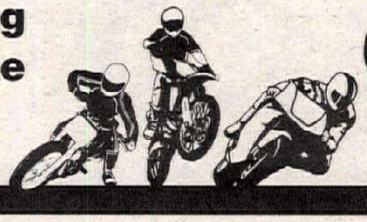

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4:30pm
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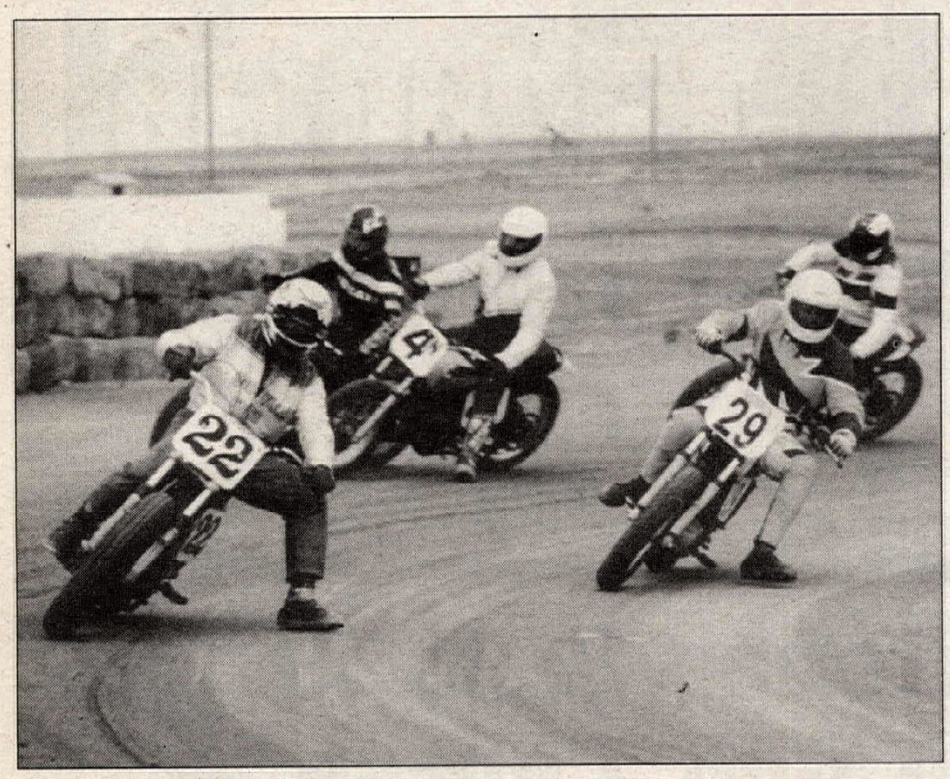

Winner Tom Booth (22) leads Earl Smith (29) and Mike Konshak (4N) in the 600cc Amateur Short Track event at the VDTRA All-Star Series rounds in Denver. Booth also scored the Masters-class wins on both days of racing.

25+ NOV: 1. Tim Stowe (Yam); 2. Tim Compton (Suz); 3. Shawn Fisher (Yam); 4. Scott Pella (Yam) 5. David Highfill (Kaw).

25+ INT: 1. John Moore (Hon); 2. Kevin Roach (Yam).

VET BEG: 1. Peter Hamel (Hon); 2. John Hodge (Kaw); 3. Robert Schaeffer (Yam); 4. Pat McFadden (KTM); 5. David Adams (Yam).

VET NOV: 1. Shawn Fisher (Yam); 2. Steve Weyrauch (Hon); 3. Pernell Gutierrez (Yam); 4. Kevin Belcher (Yam); 5. Bob Mitchell (Hon).

VET INT: 1. Jimmy Robertson (Suz); 2. John Moore (Hon); 3. Peter Crowell (Kaw); 4. Lee Miller (Suz).

O/T BEG: 1. Stephen Langley (Yam); 2. Paul Hanson (KTM); 3. John Minniear (Hon); 4. Dan Ristrom (Suz); 5. Stuart Douglas (Hon).

O/T NOV: 1. Mike Towe (Suz).

O/T INT: 1. Lee Miller (Suz); 2. Jim Breneisen (Hon); 3. Chuck Watson (Hon).

Booth boxes up VDTRA Flat Track wins

By Mike Zbrozek

DENVER, CO, MAY 22-23

The VDTRA came to the IMI Motorsports Complex north of Denver, Colorado, for rounds two and three of the All-Stars Flat Track Racing Series, but the Saturday night short-track program fell victim to severe storms that rolled into the area halfway through the heat races, causing the rest of the heats, the mains and the complete TT program to be rescheduled. Sunday morning dawned a beautiful day, and racing commenced again at noon on the fifth-mile clay oval.

In the short-track amateur events, Isleton, California's Tom Booth continued his winning ways following his Over 50 victory at the inaugural Cow Palace Legends race on May 1. He took both the Masters Amateur and 600cc Amateur wins despite the considerable challenges of Jerry Hinds and Mike Konshak in the Masters contest, and the late charge of Ryan Stewart in the 600cc class, which fell just short of Booth's effort.

In the hotly contested Open Twin Amateur class, Bob Snyder found his way around Earl Smith in the closing laps to take the top spot, while in Senior Over 40, an energized J.C. Clark went wire to wire over Kenny Slota to take his first Seniors-class victory of the year.

In Pro action, Open Pro Twin rider Reggie Barkley made the best of his front-row main-event start to hold off current class points leader Dallas Babcock for his first-ever Pro Twin win. Barkley's win was especially gratifying as Babcock kept intense pressure on him throughout the race but was unable to rattle the second-year Pro's effort. Babcock's day was still a very bright one, as he won the lion's share of the Dash For Cash event.

Pro 600cc and Pro Masters championship points leader Johnny Isaacs continued his dominance in these two categories, taking the checkered flag in both main events.

John Fike found the TT quite to his liking, as he found the second spot in Masters Pro behind winner Isaacs. Bill Snyder, David Barkley and John Jeffries filled out the top five spots in the Pro Masters event.

Results

Short Track

250 AM: 1. Randy Hale (Bul); 2. Bob Snyder (Bul); 3. Tom Booth (Yam); 4. Roy Haines (Bul).

SR 40+: 1. J.C. Clark (Yam); 2. Ken Slota (Tri); 3. Jerry Hinds (Yam); 4. Earl E. Smith (Yam); 5. John Varbel (Yam).

MSTR 50+: 1. Tom Booth (Yam); 2. Jerry Hinds (Yam); 3. Mike Konshak (Yam); 4. John Varbel (Yam); 5. Earl E. Smith (Yam).

600 AM: 1. Tom Booth (Yam); 2. Ryan Stewart (Duc); 3. Earl E. Smith (Yam); 4. Glenn McNamara (Yam); 5. J.C. Clark (Yam).

OPEN TW AM: 1. Bob Snyder (Yam); 2. Earl E. Smith (Yam); 3. Ken Slota (Tri); 4. Ron Stone (Tri); 5. Mike Konshak (Yam).

PRO 600: 1. Johnny Isaacs (Yam); 2. Mike Guinn (Yam); 3. Bill Snyder (Hon); 4. Corey Brink (Yam); 5. Erik Bland (Yam).

PRO MSTR: 1. Johnny Isaacs (Yam); 2. Bill Snyder (Hon); 3. Mike Zbrozek (Tri); 4. John Jeffries (Yam); 5. Bill Burr (BSA).

PRO TW: 1. Reggie Barkley (Yam); 2. Dallas Babcock (H-D); 3. Bill Snyder (Yam); 4. Erik Bland (Yam); 5. Doug Stewart (Duc).

DFC: 1. Dallas Babcock (H-D); 2. Johnny Isaacs (Yam); 3. Corey Brink (Yam); 4. Mike Guinn (Yam); 5. Bob Braunreiter (H-D).

TT

250 AM 1. Bob Snyder (Bul); 2. Tom Booth (Yam); 3. Randy Hale (Hon); 4. Roy Haines (Bul).

SR 40+: 1. Ken Slota (Tri); 2. Jerry Hinds (Yam); 3. Joel Wey (Tri); 4. J.C. Clark (Yam); 5. Mike Konshak (Yam).

MSTR 50+: 1. Tom Booth (Yam); 2. Roy Haines (Bul); 3. Jerry Hinds (Yam); 4. Mike Konshak (Yam); 5. Ken Allaman (Yam).

600 AM: 1. J.C. Clark (Yam); 2. Tom Booth (Yam); 3. Ryan Stewart (Duc); 4. Mike Konshak (Yam); 5. Glenn McNamara (Yam).

OPEN TW AM: 1. Ken Slota (Tri); 2. Bob Snyder (Tri); 3. Joel Wey (Tri); 4. Earl E. Smith (Yam); 5. Ron Stone (Tri).

PRO 600: 1. Mike Guinn (Yam); 2. John Fike (BSA); 3. Johnny Isaacs (Yam); 4. Bill Snyder (Hon); 5. Erik Bland (Yam).

PRO MSTR: 1. Johnny Isaacs (Yam); 2. John Fike (BSA); 3. Bill Snyder (Bul); 4. David Barkley (Yam); 5. John Jeffries (Yam).

PRO TW: 1. Bill Snyder (Yam); 2. Dallas Babcock (H-D); 3. Doug Stewart (Duc); 4. Erik Bland (Yam); 5. David Barkley (Yam).

DFC: 1. Bill Snyder (Yam); 2. Mike Guinn (Yam); 3. Dallas Babcock (H-D); 4. Doug Stewart (Duc); 5. John Fike (BSA).

Chesser checkmates ROR racers

By Kurt von Ahnen

DENVER, CO, JUNE 13

Bryan Chesser powered past seasoned racers to earn his first podium finish in the Race of the Rockies series, held by the MRA. Bryan rode his Sun Honda/Kawasaki ZX9R right by Ricky Orlando and Aaron Turner when they were engaged in a heated battle for third. It was a well-executed pass on the inside of the final turn leading to the front straight in front of the grandstands, making for a great show for Chesser's fans.

The race commenced with a clean start, with Suzuki rider Aaron Turner taking a lead that was cut short as Shane Turpin threw his Yamaha R1 into the lead in the first turn. After the first lap, it was Turpin, Aaron Turner, Dan Turner, Ricky Orlando, Ryan Burke and Justin Savage, followed by a very close gaggle of riders.

Denny burke was rather uncharacteristically at the back of the pack. By the third lap, it was evident that Aaron Turner was holding up the pack and handing a huge lead over to Turpin. Dan Turner was poised right at the exhaust tip of his brother's machine. Dan had passed Aaron at the "House Turn" (turn one) on lap four, and he proceeded to open up the gap, leaving Aaron to battle it out with Orlando.

The Orlando/Turner battle raged on for the remainder of the race, with Aaron getting by on horsepower and Orlando lifting the rear wheel on occasion, hard on the brakes, and making up his time with cornering skill. Throughout laps six and seven, it had become evident that Orlando was feeling the frustration of being behind Aaron, trying the inside and outside of alternating corners. Finally, on lap seven, Orlando and Turner distracted each other enough to allow Chesser under the inside of the final turn leading to the front straight. Chesser quickly pulled away. The race ended in the same order, with a dramatic outside attempt by Orlando on the final turn.

Results

NOV GTO: 1. Chad Raskin (Suz); 2. Ronald Curry (Suz); 3. Michael Coulter (Yam); 4. Terry Benson (Hon); 5. William Dewitt (Yam).

NOV GTU: 1. Jeffrey Bonifas (Hon); 2. Ronald Curry (Suz); 3. Michael Coulter (Yam); 4. Terry Benson (Hon); 5. Mohammed Burki (Kaw).

AM GTO: 1. Paul Nafziger (Suz); 2. Mark Nudelman (Hon); 3. Jeffrey Bonifas (Hon); 4. Chad Raskin (Suz); 5. Wyeth Jackson (Kaw).

AM GTU: 1. Buck Blair (Kaw); 2. Paul Nafziger (Suz); 3. Jeffrey Bonifas (Hon); 4. Don Bruner (Kaw); 5. Michael Coulter (Yam).

MDRN VINT GTO: 1. Karl Frakes (Hon); 2. Brad Dirnberger (Yam); 3. Jay Sherritt (Yam); 4. Michael Heidinger (Hon); 5. Stephen Katzer (Yam).

MDRN VINT GTU: 1. Michael Kludt (Yam); 2. Mark Erickson (Kaw); 3. John Fisher (Duc); 4. Donald Medina Jr. (Yam); 5. Danny Labant (Yam).

M/W S/SPT: 1. Bryan Chesser (Kaw); 2. Bobby Miosek (Hon); 3. Pedro Bravo (Yam); 4. Stephen Wands (Kaw); 5. Robert Christman (Yam).

H/W S/SPT: 1. Ryan Burke (Suz); 2. Dennie Burke (Suz); 3. Robert Christman (Yam); 4. Brian Lehfeldt (Suz); 5. Justin Savage (Suz).

OPEN S/SPT: 1. Shane Turpin (Yam); 2. Martin Sims (Yam); 3. Stephen Smith (Hon); 4. Brian Lehfeldt (Suz); 5. Brad McKiernan (Suz).

L/W S/BK: 1. Craig Wright (BBM); 2. Michael Kludt (Yam); 3. Donald Medina Jr. (Yam); 4. Danny Labant (Yam).

M/W S/BK: 1. Bryan Chesser (Kaw); 2. Bobby Miosek (Hon); 3. Robert Christman (Yam); 4. Pedro Bravo (Yam); 5. Martin Sims (Yam).

H/W S/BK: 1. Justin Savage (Suz); 2. Ryan Burke (Suz); 3. Dennie Burke (Suz); 4. Robert Christman (Yam); 5. Jason Kingham (Kaw).

OPEN S/BK: 1. Shane Turpin (Yam); 2. Dan Turner (Yam); 3. Bryan Chesser (Kaw); 4. Ricky Orlando (Kaw); 5. Doug Vickery (Yam).

OPEN MOD: 1. Aaron Turner (Suz); 2. Russell Strobridge (Kaw).

S/TW GTO: 1. Jim Brewer (Suz); 2. Mark Elliott (Suz); 3. Jerry Anderson (Hon).

S/TW GTU: 1. John Fisher (Bue); 2. Mark Hoyt (Bue); 3. Steve Midgley (Duc); 4. Anthony Viera (Duc); 5. Charles Galea (Bue).

F-2: 1. Tracy Schalow (Yam); 2. Jon Glaefke (Yam); 3. Bob White (Yam).

F-3: 1. John Hjelm (Hon); 2. Tony Baker (Hon); 3. Tyler Wadsworth (Hon); 4. Mark Schultz (Hon); 5. Ellen Fisher (Hon).

F-COLORADO: 1. Craig Wright (BBM); 2. Tony Baker (Hon); 3. Tyler Wadsworth (Hon); 4. Dave Tippie (Hon); 5. Mark Presley (Hon).

RACE OF THE ROCKIES: 1. Shane Turpin (Yam); 2. Dan Turner (Yam); 3. Bryan Chesser (Kaw); 4. Aaron Turner (Suz); 5. Ricky Orlando (Kaw).

Burkhart burns up Midwest Stadium MX Championship

By Rupert X. Pellett

NELSONVILLE, OH, JULY 10

With another big stadium holding an event out on the West Coast on the same night, the top riders on the East Coast got together at promoter Drew Wolfe's Action Sports-promoted Midwest Stadium Motocross Championship race. With Team FMF/Honda's Brock Sellards, TUF Honda Arenacross star Jeromy Buehl, F&S Suzuki's Mike Katin and Davey Yezek, and Sport Cycles Yamaha's Mark Burkhart - to mention just a few - the lineup appeared to include many of the area's hottest riders.

Jeromy Buehl quickly found his way to the front of the pack in moto one of the 125cc Pro-Am class. The rider from London smoothly circuited the jumpy terrain with Damien Plotts and Yezek in tow, with a battle raging behind them for fourth involving Burkhart, Team Green's Jeff Gibson and fast-starting Jason Frecker. Buehl established a nice rhythm and held a small lead to the checkers, with Pennsylvania's Plotts taking a solid second in front of third-placed Yezek.

In moto two, Burkhart jumped out to a quick lead aboard his Yamaha while Sellards suffered a poor start after posting a 16-place first-moto performance due to bike problems. Gibson ran strong in second, while everyone's attention was held by a charging Sellards. Screaming through the pack, Sellards set his sights on Gibson, and once he got by him, set out after Burkhart. Burkhart was setting a smooth yet expeditious pace that Sellards could not catch, and the checkers flew for Burkhart. Gibson came in a strong third, in front of Yezek and fifth-placed Katin.

While Sellards' 16-2 showing in the 125s was not to his liking, the ever-smiling superstar from New Philadelphia was totally dominant in the 250cc class. Nobody was able to match the fluid speed of Sellards' flashy Honda, and his 1-1 postings were too much for Yezek's 2-3 finishes and third-place-overall Jeromy Buehl's 4-2 tally.

Results

P/W 50: 1. Kyle Cottrill (Yam); 2. Brad Baker (Yam); 3. D.J. Truske (Yam); 4. Jordan Boswell (Yam); 5. Cherokee Gang (Yam).

50 (4-6): 1. Westen Hale (Cob); 2. Christian Parrish (Cob); 3. Aaron Adkins (Cob); 4. Kyle Cottrill (Cob); 5. Shawn Rife (Cob).

50 (7-8): 1. Axl Moler (Cob); 2. Jordan Strickland (Cob); 3. Eric Denney (Cob); 4. Tracy Pennington (Cob); 5. Shawn Lunsford (Cob).

65: 1. Levi Kilbarger (KTM); 2. Jake Mohney (KTM); 3. Ryan Allbaugh (Kaw); 4. Tyler Bowers (Kaw); 5. Ryan Ivers (Kaw).

80 (7-11): 1. Matthew Miracle (Suz); 2. Levi Kilbarger (KTM); 3. Aaron Kline (Suz); 4. Allen Nutter (Yam); 5. Rob White (Kaw).

80 (12-15): 1. Gavin Gracyk (Kaw); 2. Dillion Rhodes (Suz); 3. Michael Willard (Suz); 4. Kyle Preston (Yam); 5. David Herb (Kaw).

80 EXTRA: 1. Michael Willard (Suz); 2. Kyle Preston (Yam); 3. David Herb (Kaw); 4. Cody Longwell (Kaw); 5. Matt McCabe (Yam).

SCHBY 125: 1. Gavin Gracyk (Kaw); 2. Kyle Teel (Yam); 3. Dillion Rhodes (Suz); 4. Cory Smith (Yam); 5. Chris Leadbeater (Yam).

125 PRO: 1. Mark Burkhart (Yam); 2. Davey Yezek (Suz); 3. Jeromy Buehl (Hon); 4. Jeff Gibson (Kaw); 5. Damien Plotts (Yam); 6. Mike Katin (Suz); 7. Jason Frecker (Yam); 8. Brock Sellards (Hon); 9. Kenny Bartram (KTM); 10. Charlie Dunaway (Yam).

125 B: 1. Josh Martin (Yam); 2. David Rife (Kaw); 3. Gerry Bennett (Suz); 4. Jason McHugh (Suz); 5. Derek Sturgell (Kaw).

125 C: 1. Cory Smith (Yam); 2. John Wisenbarger (Yam); 3. Robert Maricle (Suz); 4. Brian Green (Suz); 5. Mark Coppess (Suz).

250 PRO: 1. Brock Sellards (Hon); 2. Davey Yezek (Suz); 3. Jeromy Buehl (Hon); 4. Ted Campbell (Suz); 5. Damien Plotts (Yam); 6. Jeff Gibson (Kaw); 7. Kenny Bartram (KTM); 8. Mike Katin (Suz); 9. Charlie Dunaway (Yam); 10. Mark Burkhart (Yam).

250 B: 1. David Rife (Kaw); 2. Mike Campbell (Suz); 3. Jason McHugh (Suz); 4. Marcus Biggs (Suz); 5. Kevin Hildebrand (Suz).

250 C: 1. Steve Underwood (Yam); 2. Nicholas Bukky (Hon); 3. Tom Shirley (Hon); 4. David Mills (Yam); 5. Rusty Haning (Hon).

OPEN B: 1. Steve Anneshansley (Hon); 2. Bart Barok (Hon); 3. Pete Hapner (Kaw); 4. Mark McDaniel (Yam); 5. Josh Plessinger (KTM).

25+ A: 1. Mike Morgan (Suz); 2. Doug Flinner (Yam); 3. Erik Leonard (Yam); 4. Stevie Crowe (Hon); 5. Adam Johnson (Kaw).

25+ B: 1. Marty Berberich (Hon); 2. Bob Heareth (Kaw); 3. Bryant Torres (Kaw); 4. Tom Moore (Yam); 5. Rob Bingman (KTM).

30+: 1. Keith Gwinn (Yam); 2. Marty Berberich (Hon); 3. Kevin Hildebrand (Suz); 4. Bob Heareth (Kaw); 5. James Burton (Suz).

Walker dominates Daniel Boone MX

By Susan S. Willian

LONDON, KY, JULY 4

Yamaha Cycle Center/Litz Racing/Pro-Action's Kevin Walker won three overall classes at the ninth round of Victory Sports' U.S. Mega Series at the Boyesen/Twin Air-backed race at Daniel Boone MX Park. The holiday event saw 427 riders from throughout the United States competing.

The first round of the 125cc A class saw Tommy Collier shoot out of the gate, followed by Nick Metcalf, Brad Cassada and Brad Strunk. Walker, Scott Cravens and Jeremiah Kirkland were involved in a first-turn mishap and were now the last three riders in the pack. By the second lap, Walker had moved into fourth. Strunk began to apply pressure to Metcalf as he took advantage of the speed of a downhill to take over second. Strunk, Metcalf and Walker raced in unison until Walker finally moved by Metcalf, taking over third and setting his sights on Strunk. Metcalf fell off the pace but remained fourth for the rest of the moto. Collier filed by in first. Strunk and Walker battled to the checkered, with Walker taking second and Strunk third.

"I didn't get a good jump off of the gate," Walker said later. "Someone started ramming from behind and then it was like a domino effect. I know it made me ride good. I kept watching the guys in front of me to see how much I had to catch up. Metcalf was probably the hardest for me to get by."

Walker was better prepared at the start of moto two, as he shot off the gate with Metcalf, Hans Neel, Strunk and Collier trailing him. Walker dominated the action, taking both the win and the win overall. Strunk got by Neel midway through the moto, and Strunk and Metcalf charged to the checkered on the final lap, with Metcalf taking second and Strunk third. Collier had some bad luck and took a disappointing fifth.

Rodney Carrier procured the holeshot in moto one of the 250cc A class, as Walker, Larry "Sluggo" Gessner, Daniel Nelson and Cravens followed. Walker hammered on Carrier but Carrier held him off. Carrier then crashed as Walker ran into him and also went down. Carrier remounted at the rear of the pack.

"I got tangled up with Carrier's bike and there was nowhere to go but on top of him,"

Walker said of the incident. "It happened so quick."

Gessner took advantage of the situation and took charge of the race. Walker recovered in second, with Cravens third, Nelson fourth and Strunk fifth. Walker took the lead halfway through the moto when Gessner went down. Strunk chalked up second place for the moto, while Gessner worked his way into third and Cravens settled for fourth.

In the second moto, the track had been updated for the day's event with a widened Supercross Six section and an added jump at the Cumberland Falls camelback. Walker chalked up the win and the overall for the class. Collier made up for his poor first-moto seventh by taking second in the second moto. Strunk finished third and Gessner took fifth.

Walker was again the dominant force in the Over 25 A class, as Carrier and Gessner tried to catch the speeding leader. In the first moto, Carrier, in second, bobbled on the inside of a hairpin turn, allowing Gessner to swing to the outside and move into second on the final lap. Carrier had to settle for third.

In the second moto, Walker was again in the front spot, followed by London's Kevin Black, Larry Sparks and Gessner. Carrier slid sideways over "CanYou" and pulled off the track for a DNF. Walker had a huge lead early in the moto. Sparks passed Black and Gessner also moved by. Sparks and Gessner rode wheel to wheel until Gessner finally got up enough momentum to take over second. Gessner started closing the gap to Walker, who stalled his machine midway through the final lap, allowing Gessner to take charge. After restarting, Walker jumped back beside Gessner as a lapped rider got in the way. Walker and Gessner tangled right before the checkered, but Walker managed to hang on for the win.

Results

50 BEG: 1. Dax Bunoy (Hon)

50 SHAFT: 1. Andrew Langworthy (Yam); 2. Damo Goin (Yam); 3. Colton Renaker (Yam); 4. Clayton Rapp (Yam); 5. Harrison Whaly (Yam).

50 (4-6): 1. Preston Thomas (KTM); 2. Dakota Matthews (Cob); 3. Christopher Epperson (KTM); 4. Colton Renaker (Cob); 5. Andrew Langworthy (Yam).

50 (7-8): 1. Les Smith (Cob); 2. Benjamin Denton (Cob); 3. Luke Vonlinger (KTM); 4. Brandon Clayton (Cob); 5. Trevor Hovis (KTM).

60 (7-9): 1. Austin Stroupe (KTM); 2. Zach Osborne (KTM); 3. Dustin Rowe (KTM); 4. Luke Griffis (KTM); 5. Nicholas Howard (Kaw).

60 (10-11): 1. Justin Sipes (Kaw); 2. Matthew Vonlinger (KTM); 3. Shelby Rolen (Kaw); 4. Richell McEvoy (Kaw); 5. Josh Estes (Kaw).

80 (7-11): 1. Justin Sipes (Kaw); 2. Jake Griffis (Hon); 3. Zach Osborne (KTM); 4. Davin Price (Suz); 5. Chad Helton (Suz).

80 (12-13): 1. Steven Shoaf (Suz); 2. Douglas Thomason (Kaw); 3. Timothy Lee Horn (Kaw); 4. Alex Hunter (Yam); 5. Christopher Chesnee (Suz).

80 (14-15): 1. Blake Hovis (Hon); 2. Robbie Gray (Suz); 3. Zachary Miller (Suz); 4. Malcolm Klepp (Hon); 5. Ryan Sipes (Kaw).

80 D: 1. Brandon Moore (Yam); 2. Shane Kendrick (Kaw); 3. Christopher Bailey (Hon); 4. Chris Brown (Hon); 5. Patrick Osborne (Yam).

S/MINI: 1. Douglas Thomason (Kaw); 2. Robbie Gray (Suz); 3. Jake Griffis (Hon); 4. Steven Shoaf (Suz); 5. Blake Arrowood (Hon).

125 A: 1. Kevin Walker (Yam); 2. Nick Metcalf (Suz); 3. Bradley Strunk (Suz); 4. Tommy Collier (Suz); 5. Hans Neel (Hon).

125 B: 1. Doug Earls (Suz); 2. Gregg Smith (KTM); 3. Aaron Stancil (Yam); 4. William Simmons (Hon); 5. Donnie Adams (Kaw).

125 C: 1. Duane Mitcher (Yam); 2. Jacob Saylor (Kaw); 3. Brad Goodwin (Kaw); 4. Jamie Hainer (Kaw); 5. Josh Montgomery (Yam).

125 D: 1. Jonathan Salyers (Hon); 2. Jason Hale (Suz); 3. Richard Evans (Hon); 4. Rod Henning (Hon); 5. Michael Nicholson (Hon).

250 A: 1. Kevin Walker (Yam); 2. Bradley Strunk (Suz); 3. Larry Gessner (KTM); 4. Tommy Collier (Suz); 5. Scott Cravens (Kaw).

250 B: 1. Doug Earls (Suz); 2. Scotty Hill (Yam); 3. Gregg Smith (KTM); 4. Jackson Vick (Hon); 5. Matt Summers (Kaw).

250 C: 1. Jacob Saylor (Kaw); 2. Kyle Shoun (Hon); 3. Timothy Elrod (Kaw); 4. Tim Ripsherger (Kaw); 5. Scott Morgan (Kaw).

250 D: 1. Victor Hethcox (Hon); 2. Todd King (Yam); 3. Chuck Greer (Suz); 4. Travis Carlisle (Yam); 5. Shane Renfro (Kaw).

SCHBY: 1. Aaron Stancil (Yam); 2. Adam Overcash (Hon); 3. Siler Chapman (Suz); 4. Matt Withrow (Yam); 5. Jereme Flynn (Hon).

25+ A: 1. Kevin Walker (Yam); 2. Larry Gessner (KTM); 3. Larry Sparks (Suz); 4. Kevin Blalock (Yam); 5. Kevin Black (Kaw).

25+ B: 1. Matt Summers (Kaw); 2. Jimmy Pitcock (Suz); 3. Chad Bryson (Kaw); 4. Charles York (Suz); 5. Larry Mitchell (Suz).

25+ C: 1. Kyle Shoun (Hon); 2. Timothy Elrod (Kaw); 3. Donny Kaelin (Yam); 4. Craig Greer (Suz); 5. Brent James (Hon).

30+ A: 1. Larry Gessner (KTM); 2. Rodney Carrier (Yam); 3. Kevin Blalock (Yam); 4. Larry Sparks (Suz); 5. Albert McCoy (Suz).

30+ B: 1. Chad Bryson (Kaw); 2. Charles York (Suz); 3. Douglas Mohr (Yam); 4. Roger Arnold (Yam); 5. Larry Mitchell (Suz).

30+ C: 1. Jonathan Langworthy (Yam); 2. Donny Kaelin (Yam); 3. Craig Greer (Kaw); 4. Jimmy Leach (Kaw); 5. Timothy Camp (Suz).

35+: 1. James Drake (KTM); 2. Ron Jones (Suz); 3. Jere Pope (Kaw); 4. David Farris (KTM); 5. Roger Arnold (Yam).

40+: 1. Terry Blake (Yam); 2. James Drake (KTM); 3. Steven Lewis (Yam); 4. David Farris (KTM); 5. Ron Jones (Suz).

48+: 1. Steven Lewis (Yam); 2. Johnny Gibson (Suz); 3. Ted Shortridge (Suz); 4. Dexter White (Kaw); 5. Gale Fleenor (Suz).

U/L CD: 1. Duane Mitchell (Yam) 2. Michael Branham (Hon); 3. Keith Cottongin (Hon); 4. Jon Witherspoon (Hon); 5. Michael Suttles (Suz).

U/L AM: 1. Adam Overcash (Hon); 2. J.T. Smith (Hon); 3. Scotty Hill (Yam); 4. Spencer Hill (Yam); 5. Donnie Adams (Kaw).4-STRK: 1. Kevin Blalock (Yam); 2. Booy Ousley (Yam); 3. Albert McCoy (Yam); 4. Gregory Stafford (Yam); 5. James Goin (KTM).

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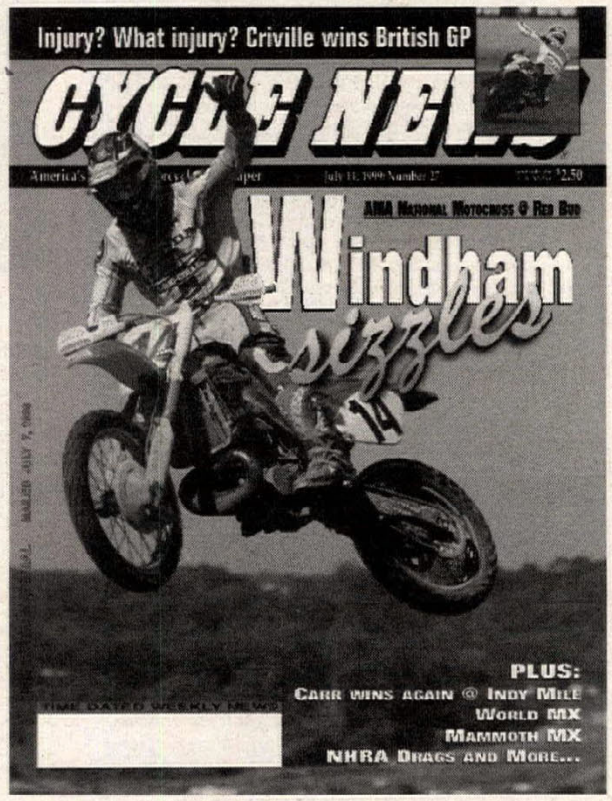

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Klimm at a clip at Forward Motion Hare Scrambles

By Brad Jones

DREXEL, MO, JUNE 27

WW Racing's Tom Klimm was the big winner in a near-photo finish at the Midwest Xtreme Park Hare Scrambles event.

At the start of round five of the Forward Motion championship, it was Topeka Cycle's Mike Kruger at the head of the AA class. Santa Fe Cycle's Shane DiPasquale was in second, followed by Klimm and Surdyke Yamaha's Jeff Schneider. DiPasquale made a bid for the lead in the whoops section of the MX course, almost overtaking Kruger. DiPasquale got out of shape and face-planted near the end of the whoops section, ending his day.

Klimm and Schneider soon worked their way past Kruger in the grass-track and began a racelong battle. Klimm pulled out ahead of Schneider for three laps, holding a 20-second lead. Then Klimm fell in the whoops, allowing Schneider to close in. The two riders swapped plastic for the lead, but then Schneider killed his engine in the creek crossing. This gave Klimm some breathing room for the next few laps.

"On the last lap, I decided to push as hard as I could, so I stepped it up a notch," said Schneider. "I wanted to get by Klimm for the win."

Going into the final straight, with several jumps and a couple of lappers in the way, Schneider got ahead of Klimm. Klimm berserked it on the tabletop and repassed Schneider, braking late and squeezing by for the final turn into the scoring lane.

Results

AA: 1. Tom Klimm (KTM); 2. Jeff Schneider (Yam); 3. Scott Harper (Yam); 4. Randy Weekley (G-G); 5. Mark Burghardt (KTM).

A: 1. Dustin Williams (Yam); 2. Nathan Looney (Yam); 3. Mark Schober (KTM); 4. Roger LeRette (KTM); 5. Larry Barger (Kaw).

B: 1. Paul DiPasquale (G-G); 2. Don Haney (Kaw); 3. Keith Griffin (Kaw); 4. Jeff Stanfield (KTM); 5. Mike Stanfield (KTM).

250 C: 1. Brad Jones (Kaw); 2. David Russell (Hon); 3. Don Edwards (Hon); 4. Jason Manczuk (Suz); 5. Ryan Weidner (Yam).

OPEN C: 1. Matt Yates (Kaw); 2. Kyle Junghans (Yam); 3. Joe Rogers (Yam); 4. Neill Flood (Yam).

125-200 C: 1. Tom Lase (Hon); 2. Brian Renton (Kaw); 3. Brian Kahle (Suz); 4. Jim Duffy (KTM); 5. Bryan Donley (KTM).

35+ C: 1. Gary Dick (Yam); 2. Jim Ditmer (KTM); 3. Jerry Rice (Kaw); 4. Greg Ferguson (Kaw).

50+: 1. Bob Copeland (Kaw); 2. Dennis Huffaker (Hon); 3. Gary Russell (Hon); 4. John Ayers (Kaw).

105: 1. Justin Jackson (Kaw).

TR: 1. Rob Clark (Yam); 2. Mike Romantum (KTM); 3. Troy Oswald (Kaw); 4. Dan Dorazil (Yam); 5. Gilbert Darren (KTM).

Fennessey, McAfee hook Salmon Speedway wins

By Shane McAfee

SALMON, ID, JULY 3

Great weather welcomed the fans at the Lemhi County Fair for the Salmon River Days festivities, one of which was the Intermountain Speedway Racers Association's race on Saturday night before the Demo Derby. A packed house saw some exciting races. In the Division One Scratch main event, the win went to Brendon Fennessey of Missoula, Montana. Second to went to Jeff Watters of Boise, and third went to Montana rider Dan Pignotti. "Old-Timer" Tom Sherman, who prepared an excellent track in the rodeo arena for the night's racing, took fourth. Mike Allen of Spokane took fifth, and Shane McAfee earned sixth after his fuel was shut off after the first lap.

In the Division One Handicap main, Fennessey, Sherman and McAfee lined up on the 50-yard line. Watters was on the 30, Pignotti was on the 20, and Allen was on the zero-yard line. After some tight racing on the first two laps, Fennessey was in second but he overcooked it going into turn three, high-siding off Allen's rear wheel. The wreck unfortunately broke Brendan's collarbone - for the third time. As the race went on, Sherman lost it in the hay bales on lap four. Flat-track specialist Allen had been leading from the start until the last lap, when McAfee was able to get under Allen coming out of turn two and go on to take the win. Second went to Allen, third to Watters, fourth to Sherman, fifth to Pignotti and sixth to Fennessey.

The Division Two Scratch main was won by Montana rider Mike Hanson. Second went to Tyler Hansen, and third to Shane Golphenee.

Tyler Hansen took the Division Two Handicap main, with Marty Shafts in second and Herb Worford third.

Results

SCR D-1: 1. Brendan Fennessey (Jaw); 2. Jeff Watters (Jaw); 3. Dan Pignotti (Jaw); 4. Tom Sherman (Jaw); 5. Mike Allen (Jaw).

HDCP D-1: 1. Shane McAfee (Jaw); 2. Mike Allen (Jaw); 3. Jeff Watters (Jaw); 4. Tom Sherman (Jaw); 5. Dan Pignotti (Jaw).

SCR D-2: 1. Mike Hansen (Jaw); 2. Tyler Hansen (Jaw); 3. Shane Golphenee (Jaw); 4. Tyson Sustaire (Jaw); 5. Herb Worford (Jaw).

HDCP D-2: 1. Tyler Hansen (Jaw), 2. Marty Shefts (Jaw); 3. Herb Worford (Jaw), 4. Mike Hansen (Jaw); 5. Shane Golphenee (Jaw).

Adams again at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, JULY 17-18

Curtis Adams made it two in a row as he captured his second straight Toyota Unlimited Formula One Road Race victory in the seventh round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Adams wasted no time in powering into the lead off the line on his Dunlop-shod Suzuki GSX-R1100, with Dean Vincent emerging in second and Lucio Nicolodi rounding out the top three. For the first few laps, Nicolodi sat in Vincent's shadow while Adams progressively opened up a larger gap on the rest of the field.

In lap five of the 12-lap sprint, Nicolodi drafted and passed Vincent on the inside of turn one. Vincent didn't back off, and two laps later he drafted and attempted to get past Nicolodi at the same spot on the race track. However, Nicolodi held strong and kept Vincent in third.

As the next-to-last lap got under way, Vincent once again closed up on Nicolodi. However, he was still unable to make the move, and at the line it was Adams with the win, with Nicolodi second and Vincent in third.

"The bike ran extremely well. Once you get comfortable with the motorcycle, you can ride it to its full potential," said Adams after the race, referring to his Suzuki GSX-R, which is several years old.

In the Bridgestone/Racer's Edge Formula Two GP, Bryan Kovarick grabbed the holeshot off the line, with Bryce Gross hot on his tail. Down the back straight, Gross powered past Kovarick on his Hollywood Motorcycles-sponsored Yamaha R6 to take over the lead. But Kovarick wasn't willing to give up just yet, and he continued to hang in Gross' draft. Meanwhile, Steve Ottinger, running in third, was challenged and passed by Jerry Evans.

For the remainder of the 10-lap race, Kovarick looked for every opportunity to get past Gross. In particular, Kovarick routinely powered up and would nearly pass Gross in the long turn-eight sweeper.

Starting the final lap, Kovarick moved alongside Gross exiting turn two but was shut out going into turn three. A few seconds later, the leaders came up on a lapped rider. Gross made it past without a problem, but Kovarick was slowed slightly. That was just enough to prevent Kovarick from making another challenge for the lead, and at the line it was Gross with the win, followed by Kovarick in second and Evans in third.

The Public Imaging/ Thousand Oaks Honda HRC 125cc Grand Prix turned into a real dogfight as four racers battled for the win. Initially, Vicky Jackson-Bell was in front of the pack, followed by Erik Dadej in second and LaVaughn Daniel in third. Daniel made an initial attempt to get past Dadej in turn eight on the first lap, but was shut out. However, on lap two of the 10-lap event, she powered past Dadej as the racers went down the back straight and into turn eight, but Dadej retook second three turns later.

Just past the halfway point, Bell suddenly slowed, pulled into the hot pits, and then returned to the race. That moved Dadej into the lead, with Daniel in second and Stephen Bowline third. But Dadej's hold on the lead was still precarious, as Daniel was looking for any way to get past him. She found her spot rounding turn two, pushing Dadej into second.

Daniel remained unchallenged for the lead for the rest of the race, and she took the win, followed by Dadej in second and Bowline in third.

Results

F-1: 1. Curtis Adams (Suz); 2. Lucio Nicolodi (Duc); 3. Dean Vincent (Yam); 4. Bryce Gross (Suz); 5. Kevin President (Yam).

F-2: 1. Bryce Gross (Yam); 2. Bryan Kovarick (Suz); 3. Jerry Evans (Yam); 4. Jacob West (Suz); 5. Steven Ottinger (Hon).

F-3: 1. LaVaughn Daniel (Hon); 2. Erik Dadej (Hon); 3. Stephen Bowline (Hon); 4. Kevin Murray (Yam); 5. Mark Loveland (Hon).

F-40: 1. Stephen Hewitt (Yam); 2. Steven Ottinger (Hon); 3. Claudio Szyszkowski (Duc); 4. Michael Gephart (Yam); 5. Tom Sera (Yam).

500 S/STK: 1. Joe Hammond (Yam); 2. Red Star Cleveland (Yam); 3. Evans Brasfield (Kaw); 4. Steven Moonitz (Yam); 5. Aaron Lunsford (Yam).

600 S/STK: 1. Ken Chase (Suz); 2. Bryce Gross (Yam); 3. Bryan Kovarick (Suz); 4. Jeremy Toye (Yam); 5. Ben Welch (Yam).

750 S/STK: 1. Bryce Gross (Suz); 2. Marc Palazzo (Suz); 3. Chris Taylor (Suz); 4. Ken Kramer (Kaw); 5. Ed Gaites (Suz).

OPEN S/STK: 1. Kevin President (Yam); 2. Karl Lowry Jr. (Suz); 3. Ken Chase (Yam); 4. Clinton Whitehouse (Yam); 5. Stephen Hewitt (Yam).

550 S/BK: 1. Joe Hammond (Yam); 2. Jim Dobson (Yam); 3. Red Star Cleveland (Yam); 4. Aaron Lunsford (Yam); 5. Joe Anderson (Yam).

Dr. Jeff Schneider, a chiropractor in the Kansas City area, was second overall at the Midwest Xtreme Park Hare Scrambles.

650 S/BK: 1. Bryce Gross (Suz); 2. Dale Keifer (Yam); 3. Bryan Kovarick (Suz); 4. Jeremy Toye (Yam); 5. Jerry Evans (Yam).

750 S/BK: 1. Richard Headley (Yam); 2. Bryce Gross (Suz); 3. Peter Robbins (Duc); 4. Claudio Szyszkowski (Duc); 5. Cesar Meza (Suz).

OPEN S/BK: 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Kevin President (Yam); 4. Chad Jensen (Suz); 5. Clinton Whitehouse (Yam).

500 MOD PROD: 1. Joe Hammond (Yam); 2. Red Star Cleveland (Yam); 3. Steven Moonitz (Yam); 4. Aaron Lunsford (Yam); 5. Jay Koblenz (Kaw).

600 MOD PROD: 1. Ken Chase (Suz); 2. Karl Lowry Jr. (Suz); 3. Bryan Kovarick (Suz); 4. Tony Meiring (Hon); 5. Jacob West (Suz).

750 MOD PROD: 1. Bryce Gross (Suz); 2. Marc Palazzo (Suz); 3. Cesar Meza (Suz); 4. Chris Taylor (Suz); 5. Ken Kramer (Kaw).

OPEN MOD PROD: 1. Kevin President (Yam); 2. Richard Headley (Yam); 3. Clinton Whitehouse (Yam); 4. Stephen Hewitt (Yam); 5. David Molitor (Yam).

BOTT L/W: 1. James Hillier (Kaw); 2. Darren Fulce (Yam); 3. Michael Doyle (Kaw); 4. Brian Osborne (Kaw); 5. Evans Brasfield (Kaw).

BOTT M/W: 1. Richard Headley (Duc); 2. Jody Hendley (H-D); 3. Roger Sgarbossa (Hon); 4. Amir Aveneri (Suz); 5. Lloyd Johnson (Duc).

BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Richard Headley (Duc); 3. Peter Robbins (Duc); 4. Claudio Szyszkowski (Duc); 5. Clark Freatman (Suz).

500 SGL: 1. Scott Spears (Hon); 2. Carlin Dunne (Hon); 3. Steven Allen (Suz); 4. Larry Cochran (Hon); 5. Kelly Nielsen (Hon).

660 SGL: 1. Danny Farnsworth (Hon); 2. Scott Fabbro (Suz); 3. Christopher Morrow (KTM); 4. Kevin Jump (Suz).

F-SGL: 1. Carlin Dunne (Hon); 2. Scott Spears (Hon); 3. Kevin Jump (Suz); 4. Steven Allen (Suz); 5. Larry Cochran (Hon).

L/W VINT: 1. Jim Dobson (Yam); 2. Scott Spears (Hon); 3. Danny Farnsworth (Hon); 4. Larry Cochran (Hon); 5. Dave Gardner (Yam).

H/W VINT: 1. Jim Dobson (Yam); 2. Dennis Fryer (Hon); 3. Todd Boudreaux (Kaw); 4. Larry Cochran (Hon); 5. Brad Gitchell (Suz).

SDCR: 1. Richard Murray (Kaw); 2. Roderick O'Conner (Suz); 2. Leon Von Orsdale (Suz); 4. Wendy Epstein (Yam); 5. Terry Richards (Hon).

SOLO GT LIGHTS (0-500): 1. Balz Renggli (Apr); 2. Joe Hammond (Yam); 3. Brian Osborne (Kaw); 4. Daniel Bond (Hon); 5. Steven Moonitz (Yam).

SOLO GTU (0-650): 1. Bryce Gross (Suz); 2. Tony Silvera (Suz); 3. Jacob West (Suz); 4. Toby Trainer (Suz); 5. Eric Anderson (Hon).

SOLO GTO (651+): 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Marc Palazzo (Suz); 4. Alan Burtt (Suz); 5. Mark Chadwick (Suz).

0-500 L/W NOV: 1. Michael Moser (Apr); 2. Anthony Lawson (Hon); 3. Mino Miyashiro (Hon); 4. Loren Chun (Hon); 5. Kelly Nielsen (Hon).

501-650 M/W NOV: 1. Robert Manley (Hon); 2. Kacy Campbell (Hon); 3. Jeff Rockett (Hon); 4. Jason Stein (Yam); 5. Andrew Cunningham (Kaw).

651-OPEN H/W NOV: 1. Jeff Russell (Suz); 2. John Mueller (Duc); 3. Doug Coleman (Duc); 4. Mickey Giacomazzi (Duc); 5. Daniel DiNardo (Yam).

Nolin rollin' at Barona Speedway

By Wayne Hosaka

RAMONA, CA, JULY 17

Veteran Robbie Nolin took the smallest motorcycle in the field to victory in the second Barona Speedway Park Stadium scrambles on Saturday night. Running against motorcycles four times larger in displacement, Robbie weaved his Yamaha 125 through the pack and settled into second place, behind Suzuki 250-mounted Todd Mitchell.

Using his flat-track experience, Nolin would drive hard into turn one of the clay oval to gain back what he had lost to the Suzuki down the straightway. Through the infield, Nolin would come off the jump hard and get next to Mitchell in the right-hander, but Mitchell was tough and remained in the lead.

After getting squeezed off at the start, Yamaha YZ400 pilot Frank Brundage was through traffic by the second lap and was gaining. With five laps to go, Brundage joined the fray, and the three leaders put on a show for the large crowd in the grandstands. Nolin was riding full out on his 125, searching and waiting for an opportunity. Mitchell was confident and his Suzuki was fast. Brundage, on the four-stroke Yamaha, was charging, forcing the issue.

With three laps remaining, Nolin got his first lead in the right-hand sweeper after the jump, but Mitchell took it back in the switchback. Brundage surveyed the situation from third, waiting for his chance. Nolin went hard into turn three of the oval and got a great drive out of four. Mitchell extended his lead down the straightway, but Nolin was determined and drove deeper than ever and pulled even as they entered the infield off turn one. Brundage used his power to pull up right behind the leading pair.

Mitchell, Nolin and Brundage came over the jump, jammed the right-hand berm in sequence, and headed for the switchback. All three were going for broke, each hoping he would be the one who took home the $100 first-place money.

Nolin made his move best and emerged in first place going through the sweeper. Brundage moved into second. Mitchell again showed his determination and retook the position. This dice allowed Nolin to break away. Brundage was not through with Mitchell, however, and the two locked into a heated battle that did not end until the last lap, when Brundage used his Yamaha's acceleration to finally secure the runner-up position.

Grant Claybaugh road a consistent race in the Sportsman class to take his Clay-Tech Yamaha 250 to an easy victory over Ron Howell, on the San Diego Off Road Magazine-sponsored Kawasaki 500. Matt Steeber was third on a Honda.

Keith Lynas grabbed the lead of the Vintage-class main event over CZ rider Chuck McConnell of Hesperia and was hoping to repeat his victory last month. McConnell had different ideas and slowly reeled in Lynas' Ossa and finally made the pass for the lead on the third lap. Craig Hamilton followed a distant third.

The flat-tracker took the track for the first time this season. John Dupree, who has been on a roll recently, was the class of the field and easily won on his Rotax. Off the start, a determined Maurice Ortega took the holeshot on his www.flattrack.com-sponsored, 1967-vintage Rickman-Triumph, with Dupree second and Chris Apple on the Team Apple Boys-sponsored Yamaha SR500 in third. Maurice led the first lap but Dupree took the lead and used the high line to pull away for the easy win. The race was for second, as Apple found a line down low through the bumps where he could make time on Ortega.

Brennan McGinnis was the 80cc Beginner winner during CRC motocross action at Los Angeles County Raceway.

Apple would drive hard into turns one and three and pull alongside Ortega, who was riding a midtrack line, only to give back what he had gained as he wrestled the underpowered Yamaha through the bumps coming out of turns two and four. With two laps to go, Chris gave it his all and got up next to Ortega, only to have his Yamaha give him one of those hey-man-get-off-my-back rodeo-bull moves. Had it not been for Apple's physical strength, he may have become the first skid marks on the newly painted turn-three billboards. Ortega cruised in second, Apple was third.

Results

OPEN PRO: 1. Robbie Nolin (Yam); 2. Frankie Brundage (Yam) 3. Todd Mitchell (Suz).

SPTSMN: 1. Grant Claybaugh (Yam); 2. Ron Howell (Kaw); 3. Matt Steeber (Hon).

VINT: 1. Chuck McConnell (CZ); 2. Keith Lynas (Ossa); 3. Craig Hamilton (Hon).

SHRT TRCK: 1. John Dupree (Rtx); 2. Maurice Ortega (Tri); 3. Cris Apple (Yam).

McGinnis, Robertson rule CRC Motocross

By Greg Robertson

PALMDALE, CA, JULY 3

Brennan McGinnis and Ryan Robertson proved to be unbeatable under the lights at Los Angeles County Raceway as they swept the 80cc and 125cc Beginner classes, respectively, during California Racing Club's Saturday night motocross.

The first 80cc Beginner moto belonged to McGinnis right from the drop of the gate. McGinnis put five seconds on second-placed Gregory Owen and the rest of the pack on the opening lap, and never looked back. Tiffany Smith gated within the top five and was around Owen for second place, where she would stay until the checkers came out.

The second-moto start was a repeat of the first, with McGinnis putting his YZ80 into an immediate lead over Smith, Tanner Langham and Owen. Langham worked on Smith for a lap before moving into second place and setting out after McGinnis. Langham reeled in McGinnis and started showing him his front fender by the midway point.

McGinnis and Langham were inseparable during the final laps. Langham couldn't find his way into the lead, and McGinnis wasn't able to pull away, either. At the line, it was McGinnis by a couple of bike lengths for the well-deserved victory. Langham's runner-up finish kept him on top of a four-way points tie for the second-place trophy. Timothy McDaniel came from out of the pack to get around Owen on the last lap to sew up third overall. Owen (3-4) and Smith (2-5) rounded out the top five.

Ryan Happy and Cody Spaulding went at it right from the drop of the gate in the first 125cc Beginner moto. Their battle lasted for a couple of laps until Spaulding went down; he restarted in ninth. Happy didn't get a break, as Robertson, who had been working up from a sixth-place start, was right there to keep the pressure on. Robertson then made his way into the lead and walked away with the win. Darin Chisholm came across a distant third, followed by Brian Ensico and Spaulding.

Robertson absconded with the holeshot in round two, just ahead of Happy and Ryan Thurlow. Happy latched on to Robertson's rear fender and was going to make him work for the win. On the white-flag lap, Happy controlled the top spot, but Robertson came through with a last-lap pass to take the win. Ensico used consistent 4-4 finishes to claim third overall. CN

Results

P/W YAM BEG: 1. Matthew Popp (Yam); 2. Zack Townsend (Yam); 3. Tyler Pennington (Yam); 4. A.J. Horton (Yam).

P/W YAM ADV: 1. Mitch Staben (Yam); 2. Kyle Prince (Yam).

P/W BEG: 1. Sebastian Smith (KTM); 2. Shawn Rhinehart (KTM).

P/W ADV: 1. Christian Harding (HM).

P/W 60: 1. Chandler Quimette (KTM).

P/W 70: 1. Collena Saul (Hon).

P/W 80: 1. Melissa Cagle (Yam).

S/P/W YAM: 1. Kyle Prince (Yam); 2. Ty Pennington (Yam); 3. Mitch Staben (Yam).

S/P/W (4-6): 1. Cody Farrar (KTM); 2. Keith Robinson (Cob); 3. Chris Plouffe (KTM); 4. Chris Deeds (KTM); 5. Chandler Quimette (KTM).

S/P/W (7-9): 1. Dalton Costahaude (KTM); 2. Kevin Carroll (KTM); 3. Christian Harding (HM); 4. Armando Aguilar (KTM); 5. Michael Arellano (KTM).

60 BEG: 1. Patrick Carroll (Kaw); 2. J.B. Peek (Kaw); 3. Grant Phillips (Kaw); 4. Chris White (Kaw).

60 (4-8): 1. Shawn Butler (Kaw).

60 (9-11): 1. Bryce Terzian (KTM); 2. David Mediana (Kaw); 3. Preston Lundin (KTM); 4. Douglas Carter (Kaw); 5. Timmy Ritzler (Kaw).

80 BEG: 1. Brennan McGinnis (Yam); 2. Tanner Langham (Kaw); 3. Timothy McDaniel (Yam); 4. Gregory Owen (Yam); 5. Tiffany Smith (Yam).

80 (7-11): 1. Ty Hames (Kaw); 2. Matt Elliott (Hon).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Cory Redenius (Kaw); 3. David Norris (Hon).

80 (14-16): 1. Garrett Warren (Kaw); 2. Ryan Salinas (Hon); 3. Sam Scanlon (Hon); 4. Jimmy Patrick (Yam).

S/MINI: 1. Anthony Barbacovi (Yam); 2. Louie Santiago (Hon); 3. Mitchell Alsobrook (Hon); 4. Cody Randall (Yam).

WMN: 1. Shana Rhinehart (Kaw); 2. Lisa Saul (Hon).

125 BEG: 1. Ryan Robertson (Suz); 2. Ryan Happy (Yam); 3. Brian Ensico (Hon); 4. Cody Spaulding (Kaw); 5. Matt Mooney (Suz).

125 NOV: 1. Jimmy Eberle (Yam); 2. Nick Butterworth (Yam); 3. Shaun Trabert (Kaw); 4. Deuce Rutledge (Hon); 5. Riley Beckinger (Yam).

125 INT: 1. Jarred Williams (Yam); 2. Mike Meadows (Yam); 3. Johner Faulkner (Yam); 4. Brandon Schlensig (Yam); 5. Chris Tocco (Yam).

250 BEG: 1. Jason Shearer (KTM); 2. Brian Adams (Suz); 3. Jeff Verseput (Yam); 4. Bryan Ward (Yam); 5. Mike Maute (KTM).

250 NOV: 1. Darren Staffer (Hon); 2. Ole Henden (Yam); 3. Jason Cave (Suz); 4. Neil Chisholm (Hon); 5. Charles Dana (Yam).

250 INT: 1. Nick Mairose (Suz); 2. Warren Tittlemier (Kaw); 3. Shawn Davis (Suz); 4. Brent Gilliam (Yam).

PRO: 1. Jeremy Chaussee (Hon); 2. Colin Couto (Yam).

JR VET BEG: 1. Jason Shearer (KTM).

JR VET NOV: 1. Greg Martinez (Hon); 2. Pasha Afshar (Yam); 3. Todd Smart (Yam); 4. Ed Bernal (Hon); 5. Shy Moshe (Suz).

JR VET INT: 1. Chris Reed (Kaw).

VET BEG: 1. Ron Stewart (Hon); 2. Darren Lowry (Yam); 3. Ron Hickman (Yam); 4. Ray Becker (Kaw); 5. Brandon Brandon (Suz).

VET NOV: 1. Christopher Heckman (Yam); 2. Greg Martinez (Hon); 3. Ed Bernal (Hon); 4. Todd Smart (Yam); 5. Jack Miller (Kaw).

VET INT: 1. Danny Battaglia (Yam); 2. Darren Staffer (Hon); 3. Leo Saul (Yam); 4. Randy Wilkins (Suz); 5. Chris Ray (Yam).

SR NOV: 1. Kris Goolsby (Yam); 2. Kenny Kopecky (Kaw); 3. Ress Benson (Hon); 4. Scott Berg (Yam); 5. John Marquez (Yam).

SR INT: 1. Clifton Warren (Yam); 2. Marc Prince (Yam); 3. Bob Dunham (Yam).

SR EX: 1. Steve Willams (Hon); 2. Edwardo Flippo (Hon); 3. Larry Williams (Yam); 4. Norm Schiel (Hon).

O/T NOV: 1. Raleigh Webster (Hon); 2. Art Jung (Kaw); 3. Dave Rutledge (Hon); 4. Hal Grady (Kaw); 5. Asker Larnkjaer (Suz).

O/T AM: 1. Charles Howell (Yam); 2. Brian Farner (Kaw); 3. Michael Burnett (Yam); 4. Don Meiner (Yam); 5. Jeff Hawthorne (Suz).

O/T EX: 1. Larry Williams (Yam); 2. Kirk Freeman (Yam); 3. Mike Chesbro (Yam); 4. Herb Allen (Kaw); 5. Layman Gattis (Yam).

O/T MSTR B: 1. Norm Schiel (Hon).

Results

Motocross
Pine Mountain Motocross
Whitesburg, KY
July 11
By Gregory B. Williamson

60
Aaron Mullins Kaw
Bren Johnson Kaw
80 OPEN
Chris Bailey Hon
Kevin Newsome Yam
125 B
Donnie Adams Hus
125 C
Jeff Lumpkins Hon
125 D
Chris Bailey Hon
Ryan Morrell Kaw
Brian Johnson Yam
250 D
Mike Prater Kaw
Ryan Childers Yam
30+
Greg Williamson Yam
Cecil Foley Yam
Keny Mullins Yam

Motocross
Lake Geneva Raceway
June 20
By Dave Deringer

P/W JR
Dylan Ciriaks Pol
Casey Jones KTM
Christian Siegrist KTM
Zach Coons Pol
Sage Brown KTM
P/W SR
Justin Muehlbauer Cob
Taylor Williams KTM
Kyle Wilson Cob
Courtney Schemmel KTM
Jacob Jensen KTM
60
Robert Loire KTM
Jesse Janisch Kaw
Cody Sokolik Kaw
Dennis Roushia KTM
Joey Dretzka KTM
80 JR
Robert Loire Yam
Casey Profita Suz
Jesse Janisch Kaw
Donald Nogalski Suz
Cory Iverson Kaw
80 SR
Matt Hopkins Yam
Patrick Profita Suz
Dylan Martin Suz
Matt Maier Kaw
John Steiner Kaw
125 JR
Matt Hopkins Yam
Ross Martin Suz
Shaun Miller Hon
Jeremy Hackbarth Yam
Joe Skodras Yam
125 PRO
Brandon Bartz Yam
Eron Ezerins Suz
Josh Tetzlaff Yam
Shaun Miller Hon
Todd Warner Hon
125 B
James Overson Yam
David Smage KTM
Nate Leonard Suz
Aaron Miller Suz
Bill Britton Yam
125 C 1
Jeremy Hackbarth Yam
Ryan Anderson Yam
Brad Wilson Yam
Tony Damato Yam
Kyle Vanderwerff Yam
125 C 2
Josh Martin Suz
Kirsten Raemisch Kaw
Joe Wilson Suz
Matt Clybourn Hon
Joel Hoedel Hon
250 PRO
Eron Ezerins Suz
Brandon Bartz Yam
Josh Tetzlaff Yam
Shaun Miller Hon
Ryan Bond Yam
250 B
Jeff Bennett Yam
Nate Leonard Suz
James Kostopoulos Kaw
Brook Campbell Hon
Lance Wollin Yam
250 C
Jeremi Smith Yam
Matt Albrecht Kaw
Josh Schultz Suz
Clint Dehnert Hon
Alex Schmid Yam
OPEN
Roy Nafzger Kaw
Keith Degrand Kaw
Frank Weiss Yam
Robert Edler Hon
Vince Russo Hon
VINT
Tom Ferguson Hon
Gary Philbrick Yam
Matt Wraalstad Kaw
Andrew Wheeler Hon
SPTSMN
Nate Leonard Suz
Jeff Bennett Yam
David Smage KTM
Lance Wollin Yam
Brook Campbell Hon
25+
Eron Ezerins Suz
Roy Nafzger Kaw
Tom Dretzka Kaw
Matt Kirar Yam
Terry Hahn Kaw
30+ A
Roy Nafzger Kaw
Tom Dretzka Kaw
Frank Weiss Yam
Robert Edler Hon
John Meehan Yam
30+ B
Terry Hahn Kaw
James Coons Suz
Jim Nupert Hon
Kurt Andrews KTM
Ron Mauer Kaw
40+
Tim Miller Hon
Tim Reimer Hon
Pete Degrand Kaw
Mark Mancini Kaw
Greg Niles Hon
50+
Gary Vandenberge Suz
Bill Terry Hon
WMN
Kirsten Raemisch Kaw
Tabitha Miller Hon
Cherissa Loire Kaw
Nicole Degrand Yam
Tracy VanRyen Hon

Motocross
Canyon Offroad Park
Summer Gold Series
Glendale, AZ
July 10
By Stacy McKinley

80 JR
Justin Noble Kaw
Kyle Strippleman Hon
Brett Farrell
Steven Whilborg Hon
Jeff Haymaker Hon
80 BEG
Scott Dorfler
John Mahoney Yam
Kevin Garrigus
Jake Miller Hon
Jamie Varner Hon
60 JR
Nathan Mahoney KTM
Nick Whilborg Kaw
60 BEG
Cody Pratt Kaw
Paul Rather Kaw
Tyler Briggs Kaw
Robbie Westerman Kaw
Christopher Jensen Kaw
25 JR
Vern Wheeler Yam
Eric Havins Hon
Terry Kennedy Kaw
Tony Beck Yam
250 BEG
Jon McNew Yam
Daniel Shepard KTM
Mike Cluff Hon
Jeffrey McKnight KTM
John Doubrava Yam
125 JR
Bryan Ehrman Kaw
Matt Petrucci KTM
125 BEG
Justin Kyle Yam
Alfonso Baca Hon
Corey Guttered Hon
Josh Doubrava Yam
Darrin Austin
80 OPEN
Justin Noble Kaw
Clay Higgins Kaw
Kyle Raimonde Kaw
VET BEG
Tim Kennedy Kaw
Gary Bohannon Hon
Daniel Shepard KTM
Kenneth Slater Yam
Carl Smith
VET JR
Jon McNew Yam
Bill Flagg Hon
Ken Carr KTM
VET INT
Lenny Suppes Hon
Tony Beck Yam

Hare Scrambles
Buddy Race
Eagle Creek
Owenton, KY
July 11
By Jim Darlington

0-125
Greg Wolfzorn
Daniel Palmer Kaw
Dustin Cahill
Brad Woolridge Kaw
0-200 C
Bill West
Matt Brennan Kaw
Shelby Gill
Brandon Whitis Hon
James Caywood
Jeremy Carayher Kaw
Lana Flener
Curtis Teague Kaw
Daryl Gumm
Ian Gumm Kaw
250 A
Randy Hutchings
Billy Cooper Yam
250 B
David Saylor
Dan Knuchle Hon
250 C
Seth Mullins
Josh Mullins Suz
Chris Cox
Alvin Cox Kaw
VET
John Lang
Stuart Ferguson Hon
Anthony Flener
David Hartlage Kaw
Tim Hartlage
John Burris Suz
Greg Meineke
Steve Black Kaw
Bruce Gill
Scot Gill Kaw
4-STRK
David Wilson
Chris Wells Suz
OPEN A
Joe Etienne
Wayne Eby Kaw
OPEN B
Sam Kanter
John Helmsderfer Hus
Chris Burke
Henderson Jude KTM
TR
Chad Furnash
Matt Lea Hon
Daniel Hall
Derrick Davis Hon

Motocross
Friday Night Stadium Series
Lake Geneva, WI
June 25
By Dave Deringer

P/W JR
Jace Moore Lem
Sage Brown KTM
Jacob Sherman Cob
Steven Danhof KTM
P/W SR
Justin Muehlbauer Cob
Cody Speno Cob
Vaughn Mays Cob
Darick Jackson Cob
Ryan Howerton Hbg
60
Dennis Roushia KTM
Jack Rowe Kaw
Dominick Jackson Kaw
Joey Dretzka Kaw
Derek Muehlbauer Kaw
80 JR
Casey Profita Suz
Cory Iverson Kaw
Dennis Roushia KTM
Kyle Dunkin Yam
Casey Kandler Yam
80 SR
Patrick Profita Suz
Lee Schaufel Suz
John Steiner Kaw
Jeramiah Johnson Suz
Brad Behrens Suz
125 B
David Smage KTM
Chad Johnson Hon
James Rossi Suz
Ben Goller Yam
Shawn Biersteker Hon
125 C 1
Ryan Anderson Hon
Randy Bond Yam
Josh Martin Suz
Shane Itson Kaw
Robert Wojcicki Suz
125 C 2
Michael Wendricks Suz
Robert Lange Yam
Chase Jacobson Yam
Richard Beake Yam
Jeff Godlewski Hon
250 B
Shawn Biersteker Hon
Paul Campen Yam
Ben Goller Suz
Harry Friedman Kaw
Brook Campbell Hon
250 C
Matt Albrecht Kaw
Chris Murray Kaw
Kurt Fisher Hon
Keith Zersen Suz
Gary Dunkin Yam
25+
Eron Ezerins Suz
Roy Nafzger Kaw
Jason Warner Hon
Matt Kirar Yam
Tom Dretzka Kaw
35+
Roy Nafzger Kaw
Tom Dretzka Kaw
Eriks Ezerins Hon
Robert Edler Hon
Ronald Mauer Kaw
PRO
Chad Johnson Kaw
Eron Ezerins Suz
Brad Jerominski Kaw
Austin Raubs Yam
Ryan Bond Yam
VINT
Jason Hesprich Suz
Todd Koziczkowski Yam
Alex Nagy Kaw
Nathan Mullis Hon
Jamie Goroski Suz

Motocross
NMA Qualifier
Racer's Edge
Baxter Springs, KS
June 26

P/W (4-6)
Chris Thies
Dane Mangel
Eric Long
Claron Reynolds
Mason Lee
P/W (7-8)
Dylan Mangel
Zach Ewing
Kaleh Hughey
65 (6-8)
Andy Ruppert
Dylan Mangel
Chris Thies
65 (9-11)
Jack Ogle
Colby Cook
Kasey Fischer
80 (7-11)
Cody Clark
Tyler Wayt
80 (12-13)
Jake Wilson
Robert Busiek
Adam Moore
Roger Pate
80 (14-15)
Wes Parr
Stephanie Smith
Missy Clark
80 OPEN
Wes Parr
Cody Clark
Jake Wilson
Rogert Pate
LDS
Stephanie Smith
Missy Clark
125 BEG
Landon Lee
Bryan Waitley
Robert Busiek
Greg Martin
Kurt Moudy
125 NOV
Kevin Rix
Eric Moore
Brett Fischer
Paul Witty
Matt Hough
125 INT
Mark Rausch
Alex Tzinberg
Andy Reynolds
125 EX
Nick Metcalf
Les Brandenburg
Lance Jones
Ray Ruppert
250 BEG
Steven Lee
Jason Stewart
250 NOV
Eric Moore
Dusty Hall
Tracy Harman
Sean Beck
Kris Morgan
250 INT
Alex Tzinberg
Brent Miller
250 EX
Nick Metcalf
Ray Ruppert
Rod Bell
SCHBY
Landon Lee
Brent Presnell
Ryan Humphrey
25+
Andy Reynolds
30+
Kris Morgan
Bill Barnard
Ed Witty
Mike Parrish
Terry Tennant
40+
Rick Riley
Charles Tzinberg
B/BK OPEN
Mark Rausch
Tracey Harman
Rod Bell

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
8/1 Gdynia, Poland, Rnd 11
8/8 Folkendange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship Motocross Series
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway Championship Grand Prix Series
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks National Motocross Series
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis National Enduro Series
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

AMA National Hare & Hound Series
10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National Hare Scrambles Series
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA Grand National Cross Country Series
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National Observed Trials Championship
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/ Veteran Dirt Track Series
7/31 Stockton, CA, Rnd 37
8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

AMA/District 36 Amateur/ Youth Dirt Track Series
7/31 Stockton, CA, Rnd 37
8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/833-0639 or 530/476-3001

AMA/District 37 Grand Prix Big 6 Series
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
7/31-8/1 Mammoth Lakes, CA*
8/7-8 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
9/25-26 Ridgecrest, CA
10/3 San Bernardino, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National Drag Racing Series
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia Championship Motocross Series
9/12 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles Championship Series
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners Motocross Series
8/8 Mancos, CO
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke National Motocross Series
7/31 Washougal, WA
9/4-5 Albany, OR
9/18-19 Oklahoma City, OK
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or http://www.4strokenationals.com

AMA/District 25 Rocky Mountain MX Association
Summer Series
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

AMA/District 34 Family Motocross Series
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra MX Series
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega Motocross Series
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki Dual Sport Trail Ride Series
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Waynesburg, PA
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 Mesquite, NV
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA Ballzee Grand Championship MX Series
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest Championship Series
8/8 Mount View, WA
8/15 Ward Creek, WA
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern Dirt Track Series
8/28 Macon, GA
9/17-18 TBA
10/16 Danielsville, GA
11/13-14 TBA
Info: 770/962-7888 or 770/339-3997

AMA Pro-Circuit Texas/Oklahoma Championship Series
8/21-22 Tyler, TX, Rnd 1
9/4-5 Whitney, TX, Rnd 2
9/18-19 Stillwater, OK, Rnd 3
10/16-17 Greenville, TX, Rnd 4
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

Sound of Thunder Four-Stroke Motocross Series
Pacific Northwest
8/7-8 Albany, OR
Central States
8/12 Ponca City, OK
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
10/24 Andalusia, AL
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional Motocross Series
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle Midwest Trials Series
9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX Northeast Regional MX Series
8/14 Southwick, MA
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or www.vintagemx.com

AHRMA VMX Northeast Regional GP Series
9/12 Plymouth, PA
Info: 914/429-9465 or www.vintagemx.com

VDTRA/All-Stars Flat Track Racing Series
7/31 Sheridan, WY
8/1 Sheridan, WY
8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

Mid-South Summer Hare Scrambles Series
8/29 Saddleback East, KY
Info: 615/859-0873

Mid-East Hare Scrambles Series
8/22 Boonville, NC
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Iowa Dirt Track Series
7/30 Winterset, IA, Rnd 4
7/31 Columbus Junction, IA, Rnd 5
8/7 Oskaloosa, IA, Rnd 6
Info: 515/265-8388

Best In The Desert Racing Association Silver State Series
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage Flat Track Club Series
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
8/7-8 Shooting Creek, NC
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
Info:www.avana.net/~japi/stra/index.html

Budweiser ISRA Speedway Series
8/7 Salmon, ID
8/13 Meridian, ID
8/20 Spokane, WA
8/27 Meridian, ID
9/3 Spokane, WA
9/4 Salmon, ID
9/4 Plains, MT
9/10 Meridian, ID
9/19 Missoula, MT
9/24 Meridian, ID
10/1 Spokane, WA
10/3 Missoula, MT
Info: 208/756-2548 or 208/769-2005

KORR Hare Scrambles Series
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Fall Motocross Series
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Trans-Cal MX Nationals
South
8/29 Devore, CA, Rnd 1
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4
North
8/15 Carson City, NV, Rnd 1
8/21 Marysville, CA, Rnd 2
8/29 Hollister, CA, Rnd 3
9/12 Livermore, CA, Rnd 4
Pacific Northwest
8/28 Albany, OR, Rnd 1
8/29 Albany, OR, Rnd 2
Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMXA Motocross Series
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY

9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

International Old-Timers Motocross Series
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
Info: 253/840-0466 or www.seanet.com/~russr

Women's MX League Series
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

North American Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series
8/27-29 Long Pond, PA
Info: 530/582-1061

GFI Night MX Series
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

Branson USA MX C'ship
10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Vintage Road Race Series
8/7-8 Faulkville, GA
8/7-8 South Haven, MI*
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH*
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA*
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH

Mid-Central
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series
8/1 West Greenwich, RI
8/8 West Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA C'ship Junior Enduro Series
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State Motocross Championship Series
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles Championship Series
8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair Supercross Series
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois Trials Association
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc Championship Road Race Series
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Great River Road Raceway MX Series
8/8 Dyersburg, TN
Info: 901/286-6565 or http://www.flybynite.com

West Coast Vintage Flat Track Series
9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport Adventure Series
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated Championship Trials Series
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

STTARS Super TT American Racing Series
Triple Crown National Championship
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
Northeast
8/28-29 Pocono, PA
Northwest
8/14-15 Donner Summit, CA
9/5 Hermiston, OR
Southwest
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
8/13-15 Loudon, NH
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing C'ship
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing C'ship
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or www.ccsracing.com

5 Gear Productions

James Bond Jr. Memorial

Supercross

Saturday August 7,1999
Rainbow Motorsports Complex
1 1/2 Mile East on Wire Mill Road
GREAT FALLS MT

$800.00 1st Place 250cc Pro
$600.00 1st Place 125cc Pro

ADMISSION $5.00
PRACTICE 9:00am
RACING 11:00 am
Children under 6yrs FREE

Pre-entry Pro $50.00
Aug. 7th $65.00
Pre-entry Am $20.00
Aug. 7th $35.00

125 PRO	250 PRO
1st place $600.00	1st place $800.00
2nd place $375.00	2nd place $500.00
3rd place $250.00	3rd place $350.00

STEVE'S SPORTS CENTER
FTX THE EDGE YAMAHA CYTOMAX EXCELL BILL'S RK Twin Air WORKS FACTORY HARDWARE SHIFT BELL HELMETS WISECO IMAGES IN MOTION pro-action Suspension BOSS BEARING KIMMER RACING LARKSPUR, CO APPLIED Racing Boyesen O'NEAL MAXIMA WHITE BROTHERS SMITH ACERBIS Split Fire alpinestars DUNLOP Factory Connection 100% thor
For more information contact Brent Crawford at 406-739-4437 or Doug Petrini at 406-761-6811

www.cyclenews.com

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CLASSES: 125 INT/B, 250 INT/B, 80 7-11, 80 12-13, VET 30+, 80 14-15, SENIOR 40+, 125 NOV/C, 125 EXPERT, 250 NOV/C, 250 EXPERT
INFO: CALL SUZUKI (714) 996-7040 EXT. 309
FOR ALL SUZUKI '98 & '99 RM MX RACERS

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UPS Daily

General Sales Manager $120,000+
Newport Boats, located in Southern California and one of the largest Sea Ray Boat & Yacht dealerships, is currently looking for a Sales Manager for its newly opened 4 acre state-of-the-art facility.
MUST HAVE:
- Strong Leadership & Management Skills to Lead 8-10 sales people
- Strong Closing and Motivational Skills
- 5 years + Experience in Retail Industry
- High Energy and Hands On

Must be multi-tasked with ability to work in a fast paced environment.
OUTSTANDING COMPENSATION PACKAGE PLUS SALARY, COMMISSION, BONUSES, HEALTH INSURANCE, PROFIT SHARING AND 401K.
FAX RESUME AND SALARY HISTORY IN CONFIDENCE TO:
949-642-3092
Newport Boats

APRIL 10 - OCTOBER 2
Summer Season Opener ..... July 31
Stanley Exhaust Tech Night ..... Aug. 7
Coors Light/The Mix Skirt Night #2 ..... Aug. 14
Orange County Harley Davidson Night ..... Aug. 21
Youth Mini Cycle & Jr. Speedway Series ..... Aug. 28
INTERNATIONAL Speedway
SATURDAY NIGHTS April Thru September
GATES OPEN 6:30pm FIRST RACE 7:30pm
FOR TICKET INFORMATION, CALL 949/492-9933

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda SX Series
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State MX Championship Series
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship MX Series
8/13 Sacramento, CA
8/27 Sacramento, CA
9/10 Sacramento, CA
9/24 Sacramento, CA
10/8 Sacramento, CA
10/22 Sacramento, CA
Info: 916/682-6123 or www.jps.net/kbracing

California Cross Motocross Summer Series
8/1 Sacramento, CA
8/8 Sacramento, CA
8/29 Sacramento, CA
9/5 Sacramento, CA
9/19 Sacramento, CA
Info: 916/782-8511 or www.californiacross.com

Canyon Offroad Park Summer Gold MX Series
7/31 Glendale, AZ
Info: 623/434-4363

Meadowlark Motocross Series
8/8 Amherst, OH
8/22 Amherst, OH
9/6 Amherst, OH
Info: 216/988-3133 or 216/988-9100

Meadowlark Hare Scrambles Series
9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

CMRA Endurance Road Racing Series
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini Roadracing Association Series
9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw Short Track Series
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville,OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois Hare Scrambles Series
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports Florida Gold Cup Series
9/19 Gainesville, FL
9/26 Reddick, FL
10/3 Ocala, FL
10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Florida Winter AM Series
1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Winter National Olympics
11/22-27 Gainesville, FL
Info: 904/935-6872

AUGUST

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER

S	M	T	W	T	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

*Denotes Pro Payback

July 27-31

OKLAHOMA MOTOCROSS - 24th annual NMA Grand National MX Championships, Ponca City. Info: 562/868-8112 or 909/657-6782.

July 29-31

* WASHINGTON MOTOCROSS - AMA, Amateur Days, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Thur, July 29

* ILLINOIS DIRT TRACK - Badger Racing Association, Brown County Fair, Mount Sterling. Info: 920/699-3387.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Ottawa County Fair, Holland. Info: 616/924-5778.

July 30-31

MINNESOTA RALLY - Motorcycle rally, Atwater. Info: 320/974-3666.

July 30-Aug 1

OHIO BIKE SHOW - Cruisin' on the Riverfront, Bicentennial Park, Civic Center Drive, Downtown Columbus. Info: 614/823-8080.

Fri, July 30

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Ionia Free Fair, Ionia. Info: 616/924-5778.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 4, Winterset. Info: 515/265-8388.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - Broken Spokes Raceway, night race, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - AMA, Union County Fair, Marysville. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment Pro-Challenge Suzuki & Kawasaki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

July 31-Aug 1

CALIFORNIA MOTOCROSS - Countdown, Mammoth Lakes. Info: 818/348-8381.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37 countdown, Motel 6, Mammoth Lakes. Info: 18/348-8381 or www.district37ama.org.

W YORK MOTOCROSS - Ithaca Dirt Riders, Berkshire. Info: 607/844-4844.

ILLINOIS DRAG RACE - American Motorcycle Racing Association, Route #66 Raceway, 14th annual Harley Homecoming Nationals and Chicago-Style Blues Fest, Joliet. Info: 815/722-5500.

IOWA DIRT TRACK - DL Racing, Vintage and Modern classes, Louisa County Fairground, Columbus Junction. Info: 319/264-1988 or 319/728-3043.

NEW YORK DUAL SPORT RIDE - Ithaca Dirt Riders, New York Fire Department, Berkshire. Info: 607/844-4844.

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park. Info: 509/484-4844.

Sat, July 31

ARIZONA MOTOCROSS - Valley Kawasaki Summer Gold Series, Canyon Offroad Park, night race, Glendale. Info: 623/434-4363.

ARKANSAS SPEEDWAY - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - International Speedway, Coors Light/Legal Rights Defenders Summer season opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 3, Women's Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* CALIFORNIA SHORT TRACK - Stockton MC Club, Paulson Promotions, Summer Spectacular, Delta Speedway at Fairgrounds, Stockton. Info: 209/466-6781.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Hazlehurst, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirttrackd17dir@juno.com.

IOWA MOTOCROSS - SD/IA MX Series, Arthur. Info: 712/367-2331.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 5, Columbus Junction. Info: 515/265-8388.

* KANSAS HALF MILE - AMA, Checkered Flag Productions, Kansas State Fairgrounds, Hutchinson. Info: 940/683-4742.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Sprout Patch MX, Missouri State Series Rnd 3, Billings. Info: 417/744-2593.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, PJ1 night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WASHINGTON MOTOCROSS - AMA, WML National, Rnd 4, Washougal.

WASHINGTON DIRT TRACK - Playfair, AMA, night race, Pro-Am/Vintage, Spokane. Info: 509/489-5023.

TENNESSEE MOTOCROSS - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Sheridan. Info: 719/541-2741.

Sun, Aug 1

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 12, Ramona. Info: 760/752-8252 or www.baronaoaks.com.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang MX, Barona Oaks Motocross Park, San Diego. Info: 562/941-1515.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Wild Rat, Colorado Springs. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

* NEW YORK HALF MILE - AMA, District 3, Eastern New York Sports Committee Dirt Track, Lebanon Valley Speedway, West Lebanon. Info: 607/693-1031.

NEW YORK MOTOCROSS - Michael James Memorial Team Race, Thunder Ridge Cycle Park, South Edmeston. Info: 607/847-6520 or 847-6815 or www.tridgejim.com.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

OHIO ROAD RUN - District 12 of Ohio, Continental Monte Carlo Run, Junction. Info: 419/393-2625.

* OHIO MOTOCROSS - Sunset Ramblers MC, Rnd 3, Galion. Info: 419/562-6931 or 562-7325.

OHIO MOTORCYCLE RALLY - second annual Christmas for Kids Charity Motorcycle Rally, Walton Hills Village Hall, Walton Hills. Info: 330/528-0120.

* OHIO MOTOCROSS - AMA, District 11, Ohio Valley MX Park, Sonora. Info: 740/455-6534.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Battery Park, Hemingway. Info: 843/558-3031.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Rnd 4, Lake Sugar Tree, Axton. Info: 336/342-9027.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Sheridan. Info: 719/541-2741.

Aug 2-7

TENNESSEE MOTOCROSS - Women's Motocross League, AMA Amateur Championship, Loretta's, Nashville.

Tues, Aug 3

* OHIO MOTOCROSS - AMA, Vinton County Fair, McArthur. Info: 740/756-1267.

Wed, Aug 4

* OHIO MOTOCROSS - AMA, Gallia County Fair, Gallipolis. Info: 740/756-1267.

Thur, Aug 5

* SOUTH CAROLINA ENDURO SERIES - Carolina Enduro Series, Little Brown Jug Enduro, Clinton. Info: 843/558-3031.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motosports, Rnd 5, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

Aug 6-7

* NEBRASKA SHORT TRACK - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

Aug 6-8

OREGON BIKE SHOW - Hot August Motorsports Jamboree, Pat's Acres Speedway, Canby. Info: 503/671-9132.

Fri, Aug 6

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, MX Freestyle Competition, night race, Milan. Info: 734/439-7735 or 734/241-1600.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Ent. Annual Free Corn Roast, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 7-8

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Big Bear Trail Riders, Snow Summit Ski Resort, Big Bear Lake. Info: 909/866-1502 or www.district37ama.org.

* CALIFORNIA MOTOCROSS - Mammoth Mountain Ski Area, Mammoth MX Track, Mammoth. Info: 760/934-5831.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 7, Grattan. http://www.glrra.com/schedule.htm.

Sat, Aug 7

CALIFORNIA SPEEDWAY - Stanley Exhaust Tech Night, Orange County Fairgrounds, night race, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 4, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang MX, Los Banos Fairgrounds, Los Banos. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 6, Perris Raceway, Perris. Info: 909/657-7441.

* CALIFORNIA SPEEDWAY - AMA, Class A Speedway, Cal-Expo Arena, Sacramento. Info: 707/678-5961 or http://members.aol.com/sidewaysat.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* CALIFORNIA SHORT TRACK/TT SCRAMBLES - Fast Track Ent., Barona Speedway, Ramona. Info: 619/530-2174 or www.flattrack.com.

CALIFORNIA DUAL SPORT - Assoc. of California Trailriders, Sopiago Springs, El Dorado Nat'l Forest, Pioneer. Info: 888/Act-News.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Extreme Promotions, Grand Junction. Info: 307/638-2226 or jamminmx@aol.com.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* GEORGIA SUPERCROSS - Georgia Triplecross Summer SX Series, Rnd 8, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtmán23@aol.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

ILLINOIS HILLCLIMB - AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 6, Oskaloosa. Info: 515/265-8388.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 1, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 7, Kingsville. Info: 816/779-5020.

* MONTANA SUPERCROSS - Fifth Gear Promotions, Electric City Dirt Riders, Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

NEW YORK SPEEDWAY - U.S. vs. Canada, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO TRIALS - Mid-Atlantic Vintage Trials Series, Toronto. Info: 410/775-7209.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - AMA, Auglaize County Fair, Wapakoneta. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trailwayspeedway.com.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Aug 8

* CALIFORNIA MOTOCROSS - Nevada State Championship Series, Rnd 5, Moto-X-West and Jim Willis, Sapiago Springs MX Track, Sapiago Springs. Info: 209/795-1530 or jaja@phonewave.net.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

KANSAS MOTOCROSS - Silver City MX, KORR MX Fall Series, Rnd 3, Sterling Amateur Nationals, Sterling. Info: 316/278-2487.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol.com/antietammc/index.html.

MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN HILLCLIMB - Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles C'ship, Lake Creek, Cole Camp. Info: 417/537-8406.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Kahoka. Info: 660/727-3301.

* MONTANA MOTOCROSS - Fifth Gear Productions, Electric City Dirt Riders, Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NEW YORK SCRAMBLES - Crusaders MC, Albion. Info: 716/682-3344.

NEW YORK MOTOCROSS - Claverack MX, AMA, District 34 Suzuki contingency, Claverack. Info: 518/828-6149.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

OHIO DUAL SPORT - C.E.R.A., AMA/Dist 11, Tar Hollow State Park, St. Rt 327, Loundonderry. Info: 740/775-4694 or 740/779-3518 or http://www.bright.net/~pkasler

RHODE ISLAND AMATEUR TRIALS - New England Trials Association, Rhode Island Trials Club, Smith's Berry Farm, North Kingston. Info: 781/938-9298 or http://people.ne.mediaone.net/trials-neta/index.html.

TENNESSEE MOTOCROSS - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Mon, Aug 9

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Pro-600, Pro Masters, Pro-Twin classes, Stockton. Info: 719/541-2741.

Tue, Aug 10

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Pro-600, Pro Masters, Pro-Twin classes, Stockton. Info: 719/541-2741.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Branch County Fair, Coldwater. Info: 616/924-5778.

Thurs, Aug 12

* OHIO MOTOCROSS - AMA, Hartford Fair, Croton. Info: 740/756-1267.

* SOUTH CAROLINA ENDURO - Carolina Enduro Series, Long Cane Enduro, Abbeville. Info: 843/558-3031.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Sturgis. Info: 719/541-2741.

Aug 13-15

INDIANA DRAG RACE - AMA, Prostar National Drag Racing Series, Pingel Thunder Motorcycle Nationals, Rnd 6, Indianapolis. Info: 256/852-1101

Fri, Aug 13

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Olin's Super Quick Only, Gardner Racing Concepts, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, Pro-600, Pro Masters, Pro-Twin Classes, night race, Sturgis. Info: 719/541-2741.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Ent. Pro-Challenge Suzuki & Kawasaki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

* WYOMING ARENA CROSS - Douglas Motocross Club, Toby Spence, Wyoming State Fairgrounds, Douglas. Info: 307/358-6302 or jainslie@wyoming.com.

Aug 14-15

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

CALIFORNIA SUPER TT - STTARS Super TTriple Crown National Championship, Rnd 2, Donner ski area, Donner Summit. Info: 949/768-4626 or www.supertt.com.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 8, Putnam. http://www.girra.com/schedule.htm.

* NEVADA MOTOCROSS - Trans-Cal, CMC, Silverstate Raceway, Carson City. Info: 775/881-2291.

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Sat, Aug 14

ALABAMA DIRT TRACK PRACTICE - GFTL, RSVP. Info: 770/339-3997

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA SPEEDWAY - Coors Light/The Mix Skirt Night 2, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 7, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirttrackd17dir@juno.com.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MASSACHUSETTS MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Southwick. Info: 914/429-9465 or www.vintagemx.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 2, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 8, Kingsville. Info: 816/779-5020.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NEW YORK FAIRCROSS - Thunder Ridge Cycle Park, Norwich Fairgrounds, Norwich. Info: 607/847-6520 or 847-6815 or www.tridgejim.com.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

OHIO POKER RUN - Amherst Meadowlarks Poker Run and Corn Roast, Amherst. Info: 440/988-3133 or 440/988-9100.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Hardings Park Cycle Night, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA, Dist. 11, Ohio Valley Motocross Park, Sonora. Info: 740/455-6534.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Sturgis. Info: 719/541-2741.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 1, Clarksville. Info: 931/906-5598 or 931/552-3593.

The Peoria Motorcycle Club

Presents and Welcomes

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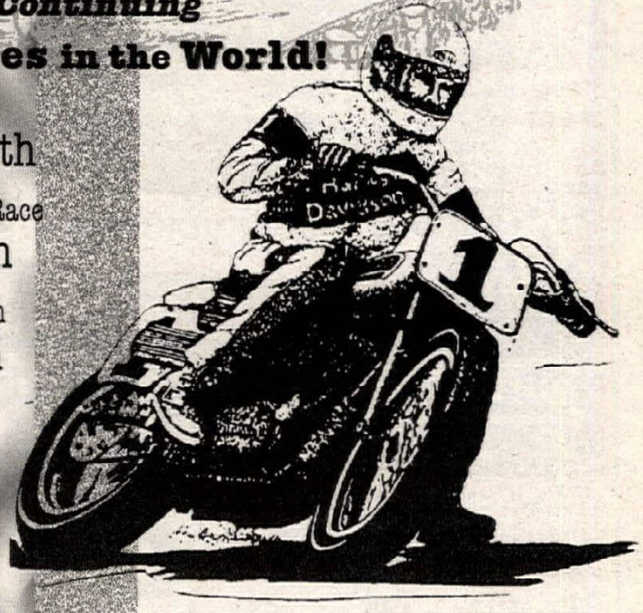

Spring Poker Run
Sunday, June 13th

National "Hot Shoe" TT Race
Sunday, June 6th

Ladies Auxiliary Poker Run
Sunday, June 27th

Peoria TT Grand National Championship
Sunday, August 15th

Grand National Weekend
Friday, August 13th thru Sunday, August 15th

Bruce's 63rd Annual Turkey Run (Poker Run)
Sunday, September 19th

AHRMA Vintage Racing
September 25th & 26th

AHRMA Short Track Race @ Peoria Speedway
September 24th

Promoted by Tote Gray

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For Further Information:
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August 11th, 1999
Practice Starts 5 p.m.
Races 8 p.m.

Hwy. 44 East to Race Track Road
3 miles South on I-90

Black Hills Speedway, Rapid City, South Dakota
Track Phone - 605-393-2363
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What's happening? **Cycle News Calendar.**

WHAT? WHERE? WHEN?

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Over 40 MX Club
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Sun., Aug. 8 Club Picnic, Carbon Canyon Regional Park 10:00am
Sat., Aug. 14 Perris Raceway Perris,CA
Summer Series Final (Gates Open at 2:30pm)
Sun., Aug. 22 Lake Elsinore Lake Elsinore,CA (Gates Open at 6:30am)
Info: (714) 996-8327 • (909) 674-0603

GLEN HELEN RACEWAY PARK
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090
Thurs July 29 MX Practice 8am till dusk
Fri July 30 IMS Pro Series Stadiumcross RD#5 Gates open 4pm
Sat July 31 MX Practice 8am till 2pm
Sun Aug 1 1st annual IMS Pro Series California AMA Championships Viewfinders MX Gates open 6am
Thurs Aug 5 MX Practice 8am till dusk
2nd Annual IMS Pro Series California AMA Championship Prairie Dogs MX • August 15, 1999

CRC 1999 California Race Schedule
100% PRO PAYBACK
Saturday July 31 Saturday Night Special LACR
Saturday Aug. 7 Saturday Night Special LACR
Saturday Aug. 14 Saturday Night Special LACR
Saturday Aug. 21 Saturday Night Special LACR
Sunday Aug. 22 Los Coyotes MX / Dist. 37 LACR
Wed. Practice May 12 to Sept. 29 • 4pm to 9pm
Fri. Practice May 28 to Sept. 24 • 4pm to 9pm
CRC Info (661) 272-8889
www.netport.com/iacr-crc

Competition Park Motocross
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Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
(909) 654-2126 or (760) 633-1197

OVER the HILL GANG
Sun., Aug. 1 Barona Oaks MX Park San Diego, CA
Sat., Aug. 21 Starwest MX Park (night race) Moreno Valley, CA
Gang Only Race
Sun., Aug. 29 To Be Announced
The Ultimate 30+ Vet MX Club
Info: (562) 941-1515 (909) 277-1335

GFI RACING (909) 341-8002
A Rider for the Riders
Southern Region
Sun., Sep 12 GFI Fall Series Round 1 Perris
Sun., Sep 19 GFI Fall Series Round 2 Starwest
Sun., Sep 26 GFI Fall Series Round 3 Glen Helen
* Factory Contingencies
GFI Elsinore Grand Prix Entries Open August 23rd
Call GFI for More Information

cma 559/673-8080
Fri., July 30 Little Okie Summer Series Madera, CA
Sat., July 31 Bounty Hunter Los Banos, CA

CMMC MOTOCROSS
BARONA OAKS, CA
New Quad Classes for the 1999 Season
Race # 12 Sat., July 31 - Practice Sun., Aug 1 - Racing
Race # 13 Sat., Aug. 14 - Practice Sun., Aug 15 - Racing
(760) 752-8252 • www.baronaoaks.com

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Aug 15

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 13, Ramona. Info: 760/752-8252 or www.baronaoaks.com.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

GEORGIA HARE SCRAMBLES - Georgia State Hare Scramble Championship Series, Rnd 4, Paradise Off-Road Park. Info: 912/475-5711.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, State Series, Rnd 4, AMA, District 18, Moberly. Info: 660/263-4296.

MONTANA MOTOCROSS - High Country Motorcycle Association, Helena.

* NEVADA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 1 North, Silverstate Raceway, Carson City. Info: 775/267-4392.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports MX Track, Districts 29 & 13, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

* NORTH CAROLINA MOTOCROSS - Devil's Ridge MX, Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO ROAD RUN - District 12 of Ohio, Yankee Road Run, Defiance. Info: 419/542-8807.

OHIO ENDURO - C.E.R.A., AMA/Dist 11, Londonderry, Follow arrows to club grounds. Info: 740/775-46947 or 740/779-3518 or http://www.bright.net/~pkasler.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036.

RHODE ISLAND AMATEUR TRIALS - New England Trials Association, King Phillip Trail Riders, Cumberland. Info: 781/938-9298 or http://people.ne.mediaone.net/trials-neta/index.html.

* WASHINGTON SHORT TRACK - Catywampus Caveman MC, AMA, District 27, Thurston County ORV & Elma. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA, District 16, Triplecross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

* WISCONSIN DIRT TRACK - Badger Racing Association, Winnabago County Fair, Oshkosh. Info: 920/699-3387.

Mon, Aug 16

* MISSOURI MOTOCROSS - Ironhorseman MC, RJ Wohlburg Racing, Missouri State Fairgrounds, Sedalia. Info: 660/826-2925.

Tues, Aug 17

* MICHIGAN ARENACROSS - AMA, Checkered Flag Productions, Upper Peninsula Fairgrounds, Escanaba. Info: 940/683-4742 or www.cfpracing.com.

Wed, Aug 18

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* OHIO MOTOCROSS - AMA, Holmes County Fair, Millersburg. Info: 740/756-1267.

Thur, Aug 19

MISSOURI MOTOCROSS - Cycle World, AHRMA Vintage Race, Hawk Point. Info: 314/338-4090.

* ILLINOIS DIRT TRACK - Badger Racing Association, Winnabago County Fair, Pecatonica. Info: 920/699-3387.

Aug 20-22

OHIO BIKER BASH - Bear Creek Biker Bash, Abate of Ohio Inc., Region Zero, East Sparta. Info: 330/654-2761.

Aug 20-23

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Four-Day Tour of Ontario. Info: 905/666-9734.

Fri, Aug 20

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Delta. Info: 419/822-3006 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Calhoun County Fair, Marhsall. Info: 616/924-5778.

NEW YORK SPEEDWAY - AMA, U.S. Open Qualifier, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Waynesburg McDonald's Night, Malvern. Info: 330/262-4945.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16 Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 21-22

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

PENNSYLVANIA GYPSY TOUR - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* WASHINGTON TT - Catywampus Caveman, AMA, District 27, Vic Ebbutt Memorial, Elma. Info: 425/745-4010.

WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

TEXAS DRAG RACE - American Motorcycle Racing Association, 5th annual Texas Spring Round-Up, Hallsville Raceway, Hallsville. Info: 903/668-2858.

Sat, Aug 21

* ALABAMA MOTOCROSS - Kilpatrick MX, night race, Albertville. Info: 256/561-3495 or www.kilpatrickmotocross.com.

* CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Hot Harley Night, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA SPEEDWAY - Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 North, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang only, Support class available, Carnegie SVRA MX, Tracy. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, night race, Starwest, Moreno Valley. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 8, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Union. Info: 860/875-5757 or netra.org.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 3, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 9, Kingsville. Info: 816/779-5020.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 6, Moto-X-West, Nevada MX Development, Churchill County Fairgrounds, Fallon. Info: 775/423-8226 or jaja@phonewave.net.

* NEBRASKA SHORT TRACK - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

NEW YORK SPEEDWAY - AMA, U.S. Open Speedway Championships, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Prostar Regional, Mad Max Enterprises, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or www.villagecreekmx.com.

UTAH DRAG RACE - AMA, Prostar West Drag Racing Series, Rnd 3, Salt Lake City. Info: 256/852-1101.

Sun, Aug 22

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 4, IMI Motorsports, Erie. Info: 303/271-0190 or www.rmxa.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 5, All-Star Promotions, Watkins. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc., Seaford. Info: 302/629-6535 or 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* ILLINOIS HALF MILE - CIDRA, AMA, District 17, Lewiston. Info: 309/647-3009 or dirttrackd17dir@juno.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Sioux City. Info: 712/938-2153.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, Districts 7 & 13, Budds Creek MX Park, Maryland. Info: 301/994-9555 or www.buddscreek.com.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Rnd 3, Rosarito, BC. Info:www.toomuchfun.com.mx.

MICHIGAN DIRT TRACK - High Point Series, Poer Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, MHSC Series Race, Lebanon. Info: 417/537-8406.

* NEBRASKA MOTOCROSS - Cornhusker MX Circuit, Stockton. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

NEW JERSEY BIKE SHOW - 10th annual AHDRA Harley-Davidson Summer Festival, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NEW YORK MOTOCROSS - Northeast Day of Champions, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line Motorcycle Club, Welborn Farm, Boonville. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oylers.home.mindspring.com.

OHIO ROAD RUN - District 12 of Ohio, Scioto Valley Melon Run, Kenton. Info: 419/673-1098.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* PENNSYLVANIA SHORT TRACK - Shippensburg Motorcycle Club, Barr Racing, Shippensburg Speedway, Exit #10 off PA I-81. Info: 717/796-0294.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 2, Clarksville. Info: 931/906-5598 or 931/552-3593.

* WASHINGTON MOTOCROSS - AMA, Dunlop Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Tues, Aug 24

MICHIGAN SUPERCROSS - Michigan State Fair SX Series, Western Michigan Fair, Ludington. Info: 616/924-5778.

Wed, Aug 25

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

Thur, Aug 26

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Aug 27-28

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Suzuki/Arctic Cat Amateur National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

WASHINGTON FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Spokane. Info: 719/541-2741.

WASHINGTON DIRT TRACK - Playfair, AMA, VDTRA National Series, night race, Spokane. Info: 509/489-5023.

Fri, Aug 27

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Night Race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair SX Series, Hudsonville Community Fair, Hudsonville. Info: 616/924-5778.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - AMA, Columbiana County Fair, Lisbon. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 28-29

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Italian Day. Info: 503/221-1487 or www.omrra.com.

PENNSYLVANIA SUPER TT - STTARS Super TT American Racing Series, Northeast, Rnd 2, Pocono International Raceway, Pocono. Info: 949/768-4626 or www.supertt.com.

Sat, Aug 28

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Youth Mini Cycle and Junior Speedway Series, Rnd 3, Celebrity Death Match, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 6, Summer Series Finals, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "Its Motowest Fun Summer Trials Series, " Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA DUAL SPORT RIDE - Assoc. of California Trailriders, Schaad's Resort, Wilseyville. Info: 888/ACT-NEWS(228-6397) Toll-Free.

* CALIFORNIA SHORT TRACK/TT SCRAMBLES - Fast Track Ent., Barona Speedway, Ramona. Info: 619/530-2174 or www.flattrack.com.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

GEORGIA DIRT TRACK - Southern Dirt Track Series, GFTL Racing, Danielsville. Info: 770/339-3997.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 4, Billings. Info: 417/744-2593.

NEW YORK MOTOCROSS - Women's Motocross League, AMA, WML National, Rnd 5, Broome, Binghamton.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Sunday Creek Raceway, Jacksonville. Info: 304/284-0084.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, MX Freestyle, night race, Delta Raceway. Info: 419/822-3006.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Motox-Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 1 PNW, Albany SX Track, Albany. Info: 541/928-4474.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

WISCONSIN MOTOCROSS - AMA, District 16, Pine Ridge Raceway, Athelstane. Info: 920/434-7015 or pinemoto@aol.com.

Sun, Aug 29

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, Gorman. Info: 760/744-8052.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 14, Barona Oaks. Info: 760/752-8252 or www.baronaoaks.com.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 3 North, Hollister Hills SVRA, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Sunstroke Trail Ride, Ontario. Info: 905/666-9734.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

* ILLINOIS MOTOCROSS - AMA, District 18, Little Egypt Off-Road MC, Trail of Tears Lodge and Sports Resort, Jonesboro. Info: 618/252-2062.

IOWA MOTOCROSS - SD/IA MX Series, Fort Dodge. Info: 515/955-6686.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., Iowa/Nebraska Shootout, Greenfield. Info: 515/285-6910.

GENE ROMERO'S
WEST COAST
FLAT TRACK SERIES

Thank you, to all the Fans, Riders, Mechanics, Sponsors and Racing Facilities that made the 1999 season a success. Looking forward to another great season in the year 2000.
Gene Romero

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Special Thanks, to the West Coast Flat Track Series Staff.

Bob Hill, Carol Hill, Deanna Bergan, Scott Zimmerman, Bryan Bergan, Michelle Blakemore, Bill Fennessey, Elliot Iverson, E Z Blakemore

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ZLT Racing Perris California
Practice and Race Schedule for Perris Raceway

Sat.,	July 31	8-2 open	
Tues.,	Aug 3	10 to 4 Big Bikes 4 to dusk minis	
Wed.,	Aug 4	2:00pm to 9:00pm	
Fri.,	Aug 6	4:00pm to 9:30pm Practice Only	

New Pee Wee Track available.
All minors must be accompanied by a parent or notorized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

CMC Racing 949/367-1141
Trans-Cal MX Nationals *:

Sun. Aug 15	Rnd 1N	Silverstate Raceway, Carson City, NV
Sat. Aug 21	Rnd 2N	Riverfront Park, Marysville, CA
Sat. Aug 28	Rnd 1PNW	Albany SX Track, Albany, OR
Sun. Aug 29	Rnd 2PNW	Albany SX Track, Albany, OR
Sun. Aug 29	Rnd 1S	Glen Helen Raceway, Devore, CA

*Contingency at selected events
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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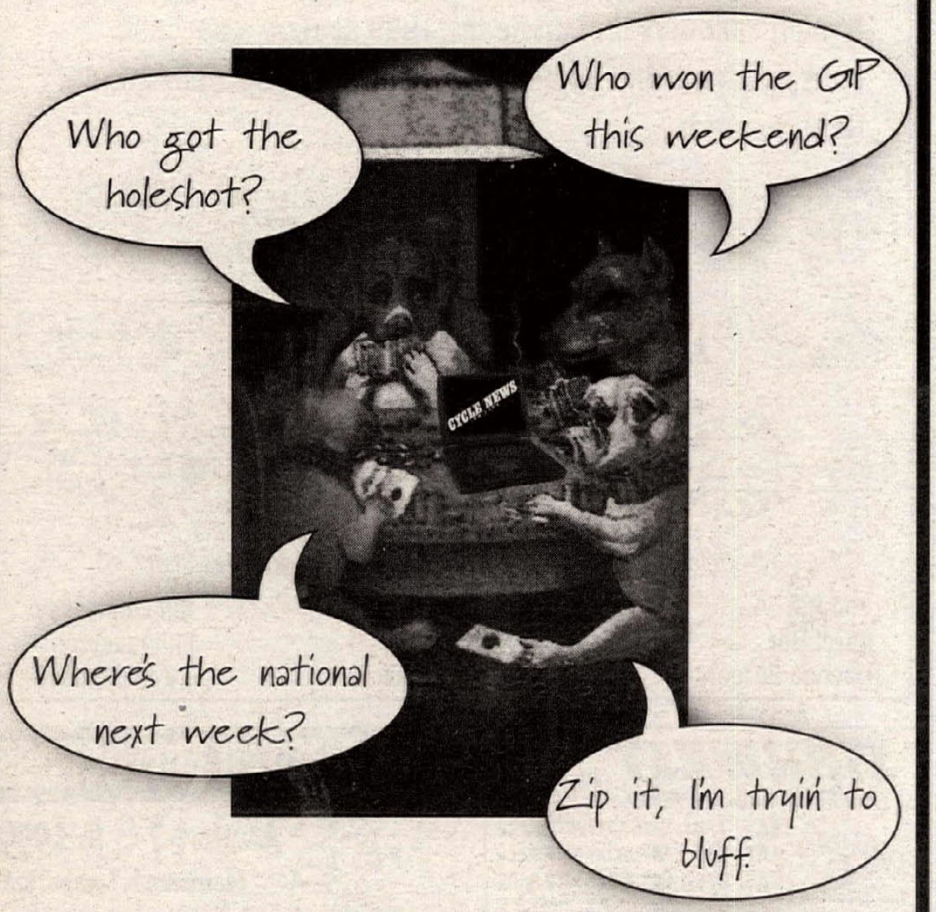
WHAT REALLY HAPPENS WHEN THE GUYS GET TOGETHER...



CYCLE NEWS ON LINE

WWW.CYCLENEWS.COM

RACING ON THE TUBE

AUGUST BROADCASTS

DATE	TIME	EVENT	NETWORK
8/1/99	3:00 PM	AMA Superbike - Brainerd (Live)	Speed
8/1/99	9:00 PM	FIM World Superbike England (Same day delay)	Speed
8/1/99	9:30 PM	AMA Motocross - New Berlin, NY	ESPN2
8/3/99	9:00 PM	AMA 600 Supersport - Brainerd	Speed
8/4/99	4:00 AM	AMA Motocross - New Berlin, NY (R)	ESPN2
8/5/99	6:30 PM	MotoWorld	ESPN2
8/5/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/6/99	2:30 AM	MotoWorld (R)	ESPN2
8/6/99	9:30 PM	Aprilia Cup Challenge - Laguna Seca	Speed
8/8/99	9:30 PM	AMA Motocross - Troy, OH	ESPN2
8/9/99	7:30 AM	MotoWorld (R)	ESPN2
8/10/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
8/10/99	8:00 PM	Canadian Superbike C'ship - Mosport	Speed
8/10/99	9:00 PM	AMA Formula Xtreme - Brainerd	Speed
8/12/99	6:30 PM	MotoWorld	ESPN2
8/12/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/12/99	10:00 PM	AMA Motocross - Washougal, WA	ESPN2
8/13/99	4:00 AM	AMA Motocross - Troy, OH (R)	ESPN2
8/13/99	8:00 PM	FIM World GP 125 - Germany	Speed
8/15/99	1:00 AM	MotoWorld (R)	ESPN2
8/16/99	5:30 AM	MotoWorld (R)	ESPN2
8/17/99	7:00 PM	American Thunder - Daytona Bike Week	Speed
8/17/99	10:00 PM	FIM World Supersport - England	Speed
8/19/99	6:30 PM	MotoWorld	ESPN2
8/19/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/20/99	2:30 AM	MotoWorld (R)	ESPN2
8/20/99	4:00 AM	AMA Motocross - Washougal, WA (R)	ESPN2
8/22/99	7:00 PM	Classics - Indian Motorcycles	Speed
8/22/99	9:00 PM	FIM World GP 250 Czech Republic (Same day delay)	Speed
8/22/99	10:00 PM	FIM World GP 500 Czech Republic (Same day delay)	Speed
8/23/99	4:00 AM	MotoWorld (R)	ESPN2
8/24/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
8/24/99	8:00 PM	Canadian Superbike C'ship - Halifax	Speed
8/26/99	5:30 AM	MotoWorld	ESPN2
8/26/99	6:30 PM	MotoWorld (R)	ESPN2
8/26/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/27/99	2:30 AM	MotoWorld (R)	ESPN2

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

KANSAS MOTOCROSS - Whoopmaster North Broadway, KORR MX Fall Series, Rnd 4, Wichita. Info: 316/942-8584.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Saddleback East. Info: 615/859-0873

MARYLAND POKER RUN - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://member.aol.com/antietammc/index.html.

MICHIGAN HARE SCRAMBLES - Bent Wheels Competition Club, Rose Valley Motel, Rose City. Info: 248/814-0624.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MONTANA MOTOCROSS - High Country Motorcycle Association, Billings.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 7, Moto-X-West and Nevada Old-Timers, Fernley International Raceway, Fernley. Info: 775/423-8226.

NEW JERSEY STREET BIKE - 2nd annual Steet Bike Wheelie Championships, Del's Performance Cycles plus Motorcycle Freestyle Jump Competition, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Mazda Truck 125/250 Pro MX National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 9, Top Gun MX Park, Iron Station. Info: 423/323-5497 or www.victory-sports.com.

OHIO CROSS COUNTRY - Racer Productions Inc., Sunday Creek Raceway, Jacksonville. Info: 304/284-0084.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OREGON MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 PNW, Albany SX Track, Albany. Info: 541/928-4474.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

* WYOMING MOTOCROSS - High Plains Motocross, Casper Dirt Riders, Casper. Info: 307/261-3100.

Wed, Sept 1

* KENTUCKY MOTOCROSS - AMA, Greenup County Fair, Greenup. Info: 740/756-1267.

Thurs, Sept 2

* OHIO MOTOCROSS - AMA, Richwood Fair, Richwood. Info: 740/756-1267.

Sept 3-4

* KANSAS ARENACROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City. Info: 940/683-4742.

Sept 3-5

* CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 760/752-8252.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

ILLINOIS MILE - Pistol Racing, Doppler Downs The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Fri, Sept 3

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, American Motorcycle Association, Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

IOWA MOTORCYCLE SHOW - J&P Promotions, 11th annual Antique Motorcycle Half Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

Sept 4-5

ALABAMA OPEN TRACK DAYS - Club PCS, Talladega Gran Prix Raceway, Talladega. Info: 904/253-2189 or http://www.pcsdaytona.com/clubpcs.htm.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Rnd 12, AMA, United States Mega Series, Daniel Boone MX, London. Info: 423/323-5497 or www.victory-sports.com.

NEVADA MOTOCROSS - International Old-timers MX, Nevada Old-timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

Sat, Sept 4

* CALIFORNIA SPEEDWAY - Cycleland Speedway, Chico. Info: 530/342-0063.

FLORIDA SHORT TRACK - FDTRA Series, Orange County Raceway. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Arthur. Info: 712/367-2331.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, London. Info: 606/877-1364 or www.mxaction.com.

MASSACHUSETTS TRAIL RIDE - New England Trail Ride Association, Nervous Novice Parent-Child, Uxbridge. Info: 860/875-5757.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 1, Kingsville. Info: 816/779-5020.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Plains. Info: 208/756-2548 or 208/769-2005.

NEW JERSEY MOTOCROSS - Raceway Park Motocross, 7th annual Vet and Vintage Reunion, Kessler Pro Suspension and Montgomeryville Cycle Center in memory of Bruce Zimmermann. Info: 732/446-7800.

NEW JERSEY MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Englishtown. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt County Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE STADIA-CROSS - Motorcycle Stuff Championship Series, Paris. Info: 901/642-0511.

TEXAS MOTOCROSS - Lake Whitney MX, Pro Circuit Series. Info: 254/694-4271.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Casper. Info: 719/541-2741.

Sept 5-6

* ILLINOIS DIRT TRACK TT - CI MC, AMA, District 17 Neoga. Info: 309/837-1974 or dirttrackd17dir@juno.com.

Sun, Sept 5

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 6, Yampa Valley, Craig. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

IOWA MOTOCROSS - Goat Eyewear contingency, 4th annual Midwest Junior MX Championship, Truesdale. Info: 712/732-2460.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, Mega Series, London. Info: 606/877-1364 or www.mxaction.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 1, Kahoka. Info: 660/727-3301.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA CROSS COUNTRY - Anadarko Charity Race, Oklahoma Cross Country Racing Association. Info: 405/390-5227 or members.aol.com/occra.

OREGON SUPER TT - STTARS Super TT American Racing Series, Northwest, Rnd 4, Race City USA, Hermiston. Info: 949/768-4626 or www.supertt.com.

PENNSYLVANIA MOTOCROSS - Pro MX National, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 3, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 1 U.S. Eastern MX Fall Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

* WYOMING MOTOCROSS - HPMA Series, Rnd 12, Laramie Dirt Riders Inc., Laramie MX Track, Laramie. Info: 307/261-3100.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Casper. Info: 719/541-2741.

Mon, Sept 6

MICHIGAN MOTOCROSS - Baja Acres, Jon Houde Memorial Race, Vintage Series, AHRMA Race, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - Cycle World, State Series, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 2, Kahoka. Info: 660/727-3301.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - AMHERST Motocross, Meadowlark, Amherst. Info: 216/988-3133 or 216/988-9100.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

Thur, Sept 9

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

Sept 10-12

NEW JERSEY DRAG RACE - AMA, Prostar National Drag Racing Series, Orient Express Racing, U.S. Nationals, Rnd 7, Atco. Info: 256/852-1101.

Fri, Sept 10

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

Sept 11-12

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* CALIFORNIA MOTOCROSS - OTHG National Championship, Rnd 4, Hollister Hills MX, Hollister. Info: 209/839-9332 or www.othg.com.

CANADA TRAIL RIDE AND DUAL SPORT - Blair Sharpless and Company, Calabogie, Ontario. Info: 905/666-9734 or http://www.3.sympatico.ca/bs-col.

* IDAHO MOTOCROSS - Idaho State Series, Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

KENTUCKY DUAL SPORT & TRAIL RIDE - K-T Riders, Golden Pond. Info: 502/522-6624.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Rnd 13, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 11

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Freestyle Jump Contest, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Meriden. Info: 860/875-5757.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

KANSAS MOTOCROSS - Whoopmaster Jeeps, KORR MX Fall Series, Rnd 5, Wichita. Info: 316/684-7400.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, USGP Amateur Day, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 2, Kingsville. Info: 816/779-5020.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-0466 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oylers.home.mindspring.com.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE STADIA-CROSS - Motorcycle Stuff Championship Series, Dyersburg. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 12

ALABAMA ENDURO - AMA, SERA, Rockford Men's Club, Rockford. Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 North, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 1, factory contingency, Perris Raceway, Perris. Info: 909/341-8002.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 7, Sweney Cycle Park, Brush. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Championship Series, Dixie Motorcycle Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* ILLINOIS HARE SCRAMBLES - AMA, Soil Hare Scrambles Series, Splinter Creek Dirt Riders Club Grounds, Fosterburg. Info: 618/235-4777.

IOWA SWAP MEET AND HILLCLIMB - J&P Promotions, Anamosa. Info: 319/462-6011.

KANSAS HARE SCRAMBLES - Whoopmaster Jeeps, KORR Hare Scramble Series, Rnd 6, Wichita. Info: 316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* MISSOURI MOTOCROSS - Fall Strack Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

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Your name: _____

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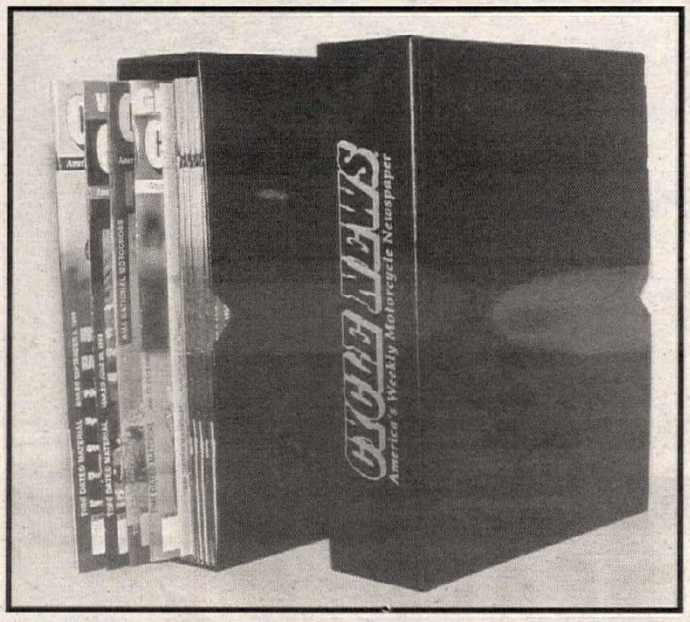

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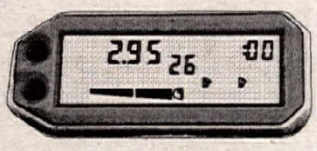
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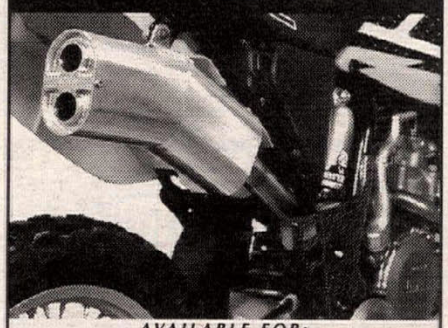

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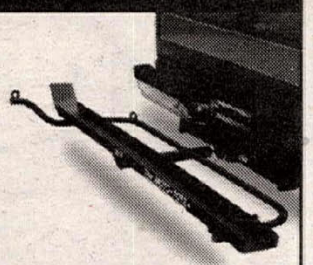

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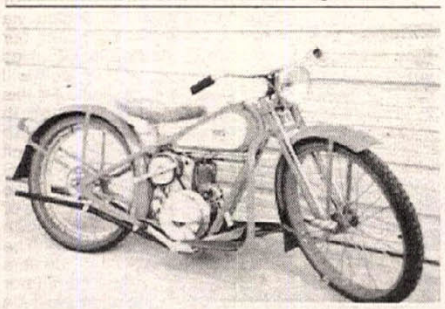

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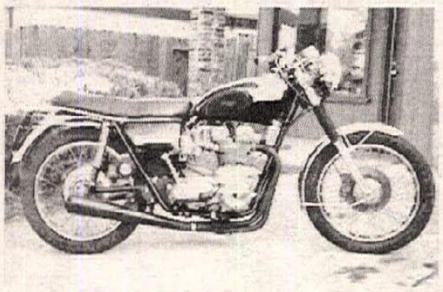

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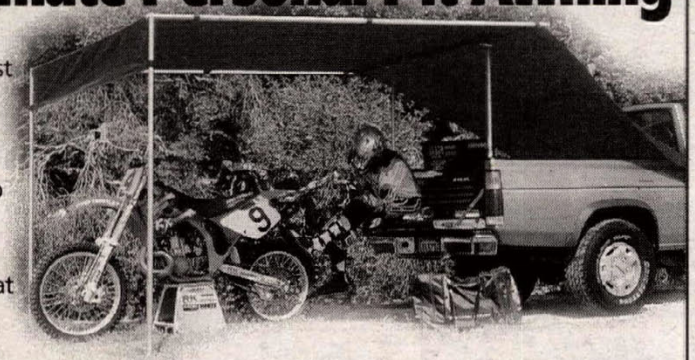

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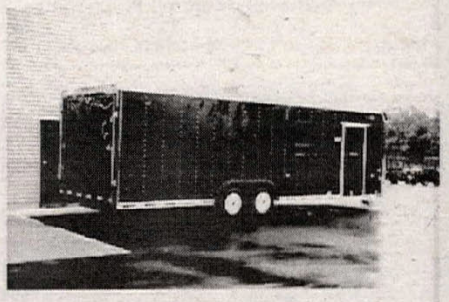

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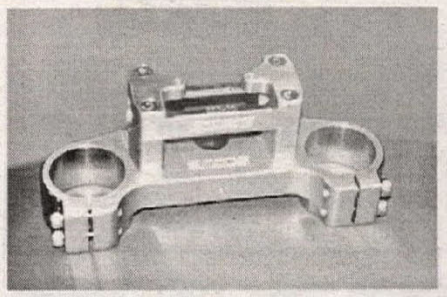

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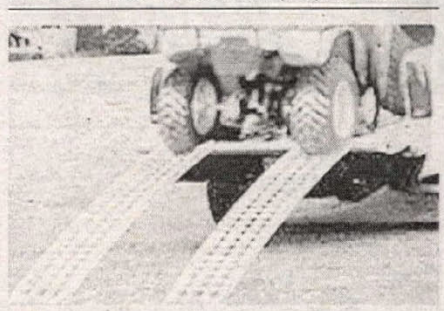

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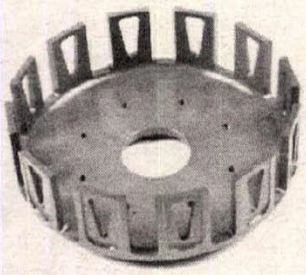

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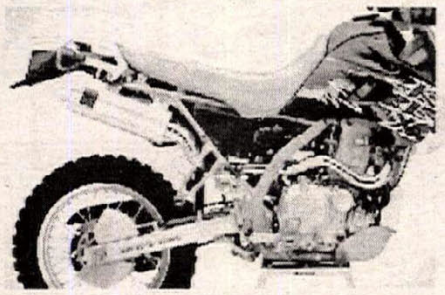

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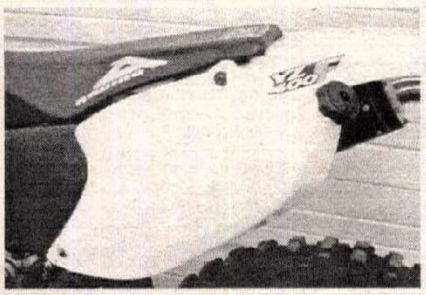

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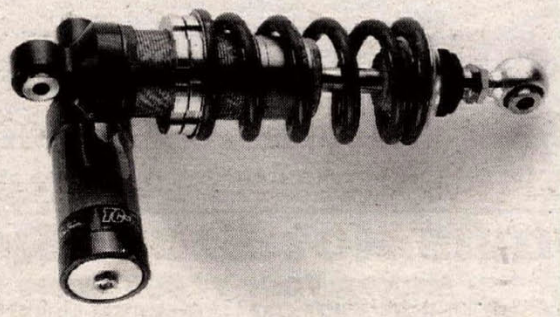

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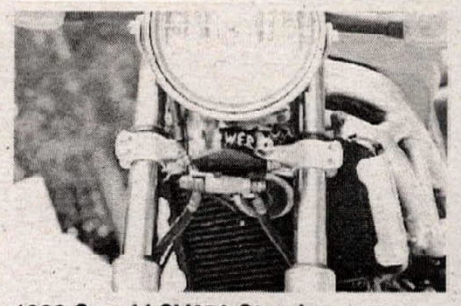

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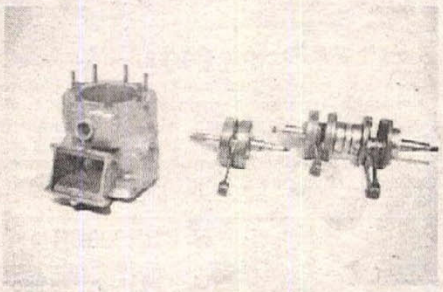

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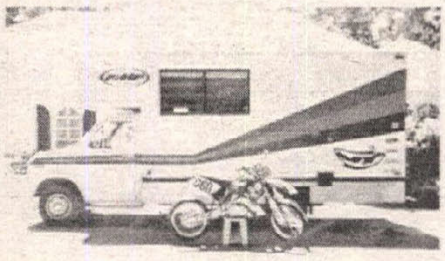

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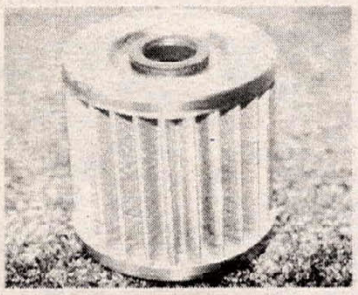

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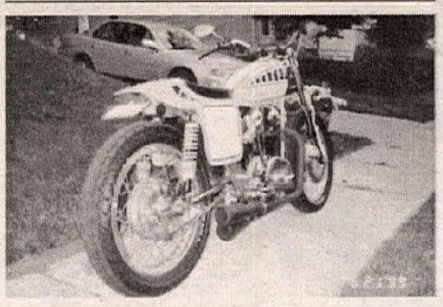

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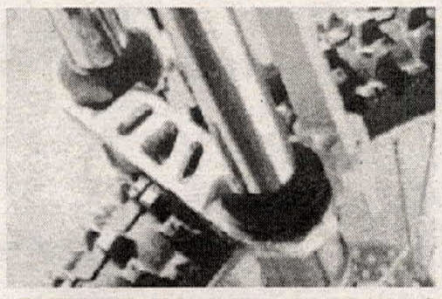

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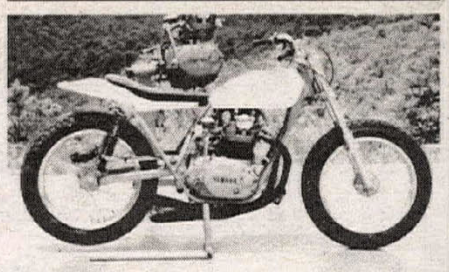

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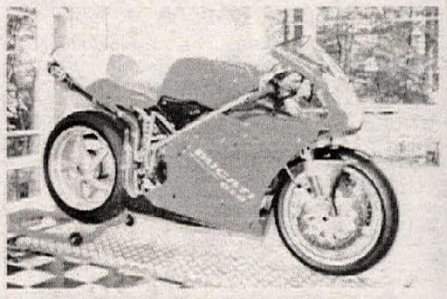

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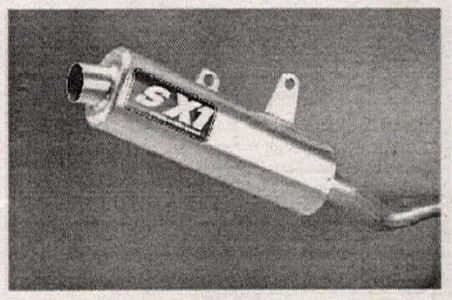

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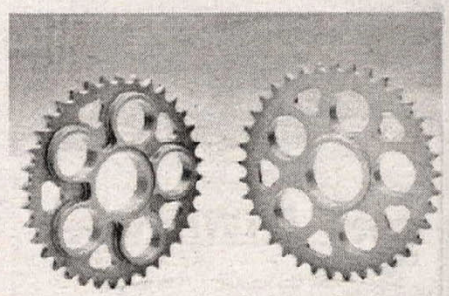

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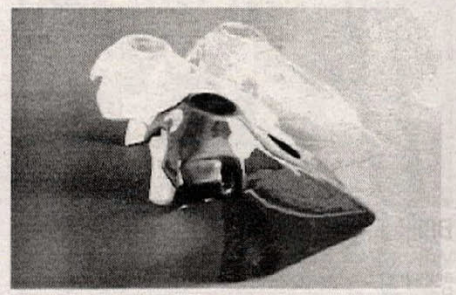

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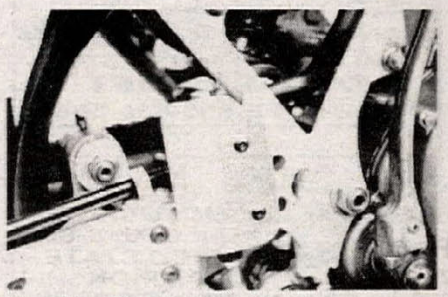

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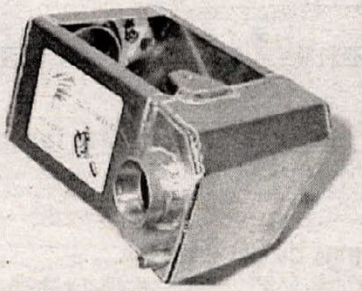

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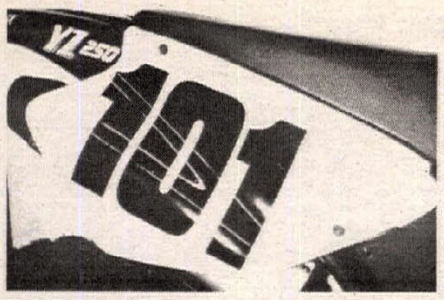

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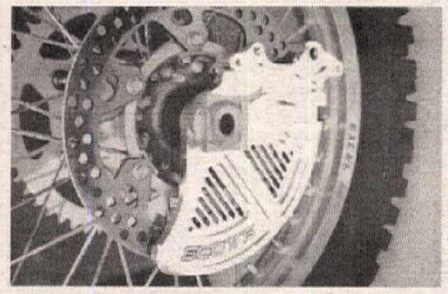

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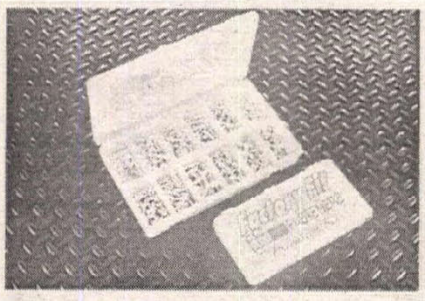

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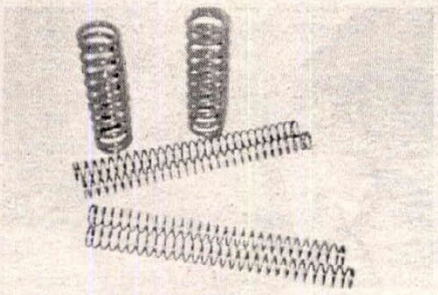

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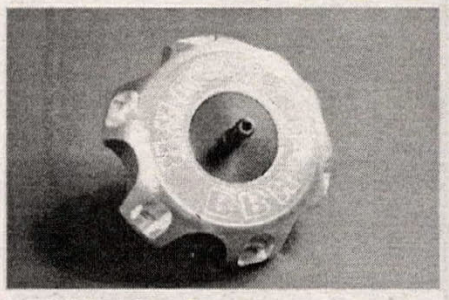

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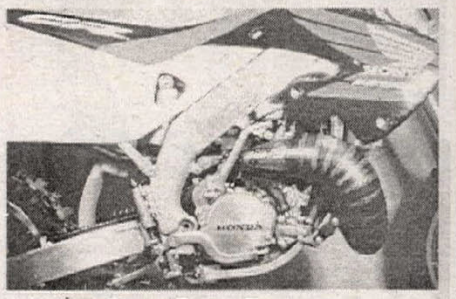

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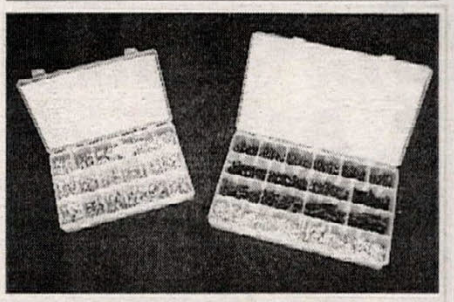

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5. Carlos Checa (Yam), Spain (76)
6. Tetsuya Harada (Apr), Japan (75)
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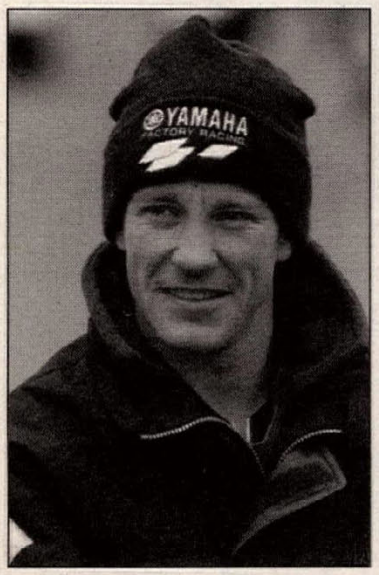

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1. Valentino Rossi (Apr), Italy (165/4 wins)
2. Tohru Ukawa (Hon), Japan (147/1 win)
3. Shinya Nakano (Yam), Japan (125)
4. Loris Capirossi (Hon), Italy (122/2 wins)
5. Stefano Perugini (Hon), Italy (78)
6. Ralf Waldmann (Apr), Germany (77)
7. Jeremy McWilliams (Apr), England (72)
8. Franco Baitani (Apr), Italy (71)
9. Marcellino Lucchi (Apr), Italy (41)
   Sebastian Porto (Yam), Argentina (41)

FIM 125cc World Championship Road Racing Series
(After 9 of 15 rounds):

1. Masao Azuma (Hon), Japan (122/4 wins)
2. Emilio Alzamora (Hon), Spain (111)
3. Roberto Locatelli (Apr), Italy (87/2 wins)
4. Arnaud Vincent (Apr), France (84/1 win)
5. Noboru Ueda (Hon), Japan (68)
6. Gianluigi Scalvini (Apr), Italy (59)
7. Marco Melandri (Hon), Italy (54)
8. Lucio Cecchinello (Hon), Italy (48)
   Simone Sanna (Hon), Italy (48)
10. Kazuto Sakata (Hon), Japan (45)

FIM World Superbike Championship Series
(After 8 of 13 rounds):

1. Carl Fogarty (Duc), England (317/8 wins)
2. Troy Corser (Duc), Australia (268/3 wins)
3. Colin Edwards II (Hon), Conroe, TX (218/2 wins)
4. Aaron Slight (Hon), New Zealand (196)
5. Akira Yanagawa (Kaw), Japan (194)
6. Pier-Francesco Chili (Suz), Italy (144)
7. Noriyuki Haga (Yam), Japan (119/1 win)
8. Gregorio Lavilla (Yam), Spain (103)
9. Katsuaki Fujiwara (Suz), Japan (93)
10. Vittoriano Guareschi (Yam), Italy (67)

AMA MBNA Superbike Series
(After 10 of 13 rounds):

1. Mat Mladin (Suz), Australia (301/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (287)
3. Anthony Gobert (Duc), Australia (286/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (250/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (233/1 win)
6. Jason Pridmore (Suz), Ventura, CA (214)
7. Aaron Yates (Kaw), Milledgeville, GA (208)
8. Eric Bostrom (Hon), Granada Hills, CA (191)
9. Jamie Hacking (Yam), Boiling Springs, SC (185)
10. Steve Crevier (Suz), Canada (173)

AMA Pro Honda Oils 600cc Supersport Series
(After 9 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY (281/4 wins)
2. Tommy Hayden (Yam), Owensboro, KY (273/3 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC (248/1 win)
4. Steve Crevier (Suz), Canada (214)
5. Kurtis Roberts (Hon), Frederick, MD (209)
6. Aaron Yates (Kaw), Milledgeville, GA (199)
7. Josh Hayes (Suz), Gulfport, MS (196)
8. Jason Pridmore (Suz), Ventura, CA (173)
9. Steve Rapp (Suz), Lafayette, CA (172)
10. Eric Bostrom (Yam), Granada Hills, CA (158)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 9 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH (281/5 wins)
2. Jimmy Moore (Suz), Eugene, OR (247)
3. Jake Zemke (Suz), Paso Robles, CA (230)
4. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
5. Mario DuHamel (Suz), Canada (203)
6. Grant Lopez (Suz), Chickasaw, AL (196/2 wins)
7. Richard Alexander Jr. (Suz), Carmel, NY (183)
   James Randolph (Suz), Santa Rosa, CA (183)
9. Jamie Bowman (Suz), Tequesta, FL (174)
10. Brian Parriott (Hon), Calistoga, CA (161)

AMA Mazda Trucks 250cc Grand Prix Series
(After 7 of 13 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (234/4 wins)
2. Quenni King (Yam), Miami, FL (185)
3. Derek King (Hon), Charleston, SC (179/1 win)
4. Chris Ulrich (Yam), Lake Elsinore, CA (169)
5. John France (Hon), West Melbourne, FL (139)
6. Edwards Sorbo (Yam), Redlands, CA (136)
7. Roland Quintero (Hon), Los Angeles, CA (135)
8. Jeff Vos (Yam), Holland, MI (131)
9. Geep Terranova (Yam), San Jose, CA (126/1 win)
10. Greg Esser (Yam), Pompano Beach, FL (122)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 7 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (215/3 wins)
2. Mark Miller (Yam), Long Beach, CA (184)
3. Josh Hayes (Suz), Gulfport, MS (177)
4. Nicky Hayden (Hon), Owensboro, KY (169/4 wins)
5. Grant Lopez (Suz), Mobile, AL (153)
6. Takahito Mori (Yam), Lewisville, TX (140)
7. Steve Grigg (Kaw), Asheville, NC (133)
8. Rad Greaves (Suz), Ann Arbor, MI (115)
9. Clint Brotz (Yam), Sheboygan, WI (108)
10. Mike Sullivan (Kaw), Centralia, WA (89)

AMA Progressive Insurance Pro Thunder Series
(After 8 of 12 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (244)
2. Shawn Higbee (Bue), Waterford, WI (222/3 wins)
3. Cory Call (Duc), Sacramento, CA (192/1 win)
4. Tom Hull (Duc), Mesa, AZ (172)
5. Billy Graef (Bue), Sheboygan, WI (167)
6. James Lickwar (Tri), San Francisco, CA (165)
7. Bill St. John (Duc), Cullman, AL (159)
8. Jeffrey Nash (Duc), Mansfield, TX (151)
9. Thomas G. Montano (Duc), Berkley, CA (115/1 win)
   Gavin Slabbert (Duc), Loomis, CA (115)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 8 of 12 rounds):

1. Greg Albertyn (Suz), South Africa (308/1 win)
2. Mike LaRocco (Hon), South Bend, IN (278/1 win)
3. Kevin Windham (Hon), Ethel, LA (276/3 wins)
4. Ezra Lusk (Hon), Bainbridge, GA (268/1 win)
5. Sebastien Tortelli (Hon), France (245/1 win)
6. Jeff Emig (Kaw), Riverside, CA (225)
7. John Dowd (Yam), Chicopee, MA (203)
8. Doug Henry (Yam), Oxford, CT (201/1 win)
9. Larry Ward (Suz), Florence, SC (175)
10. Jimmy Button (Yam), Lake Elsinore, CA (167)

AMA Mazda Trucks 125cc National Motocross Series
(After 8 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (369/7 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (270)
3. Tallon Vohland (Hon), Citrus Heights, CA (253/1 win)
4. Nick Wey (Kaw), Dewitt, MI (219)
5. Michael Brandes (Suz), Quail Valley, CA (217)
6. Nathan Ramsey (Kaw), Corona, CA (190)
7. Ernesto Fonseca (Yam), Costa Rica (172)
8. Casey Lytle (Yam), Santa Clarita, CA (161)
9. Casey Johnson (Yam), Lake Elsinore, CA (155)
10. Danny Smith (Hon), Eagle, ID (148)

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

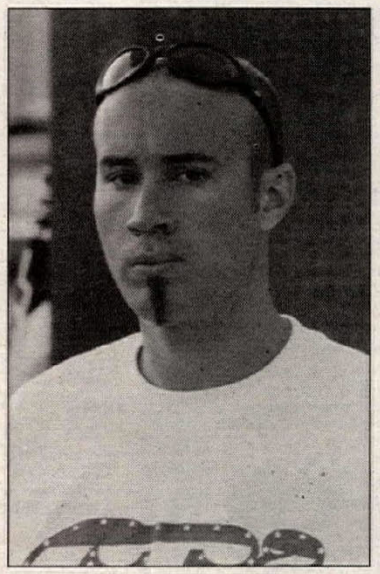
1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)


JAMES DOBB

FIM 125cc World Championship Series
(After 10 of 13 rounds):

1. Alessio Chiodi (Hus), Italy (314/7 wins)
2. Claudio Federici (Yam), Italy (289/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (180)
4. Thomas Traversini (Hus), Italy (160)
5. James Dobb (Suz), Great Britain (139)
6. Steve Ramon (Kaw), Belgium (127)
7. Patrick Caps (Hon), Belgium (124)
8. Jeff Dement (Hon), Spring, TX (113)
9. Eric Camerlengo (Yam), Italy (97)
10. Erik Eggens (Suz), Netherlands (88)

FIM 250cc World Championship Series
(After 11 of 16 rounds):

1. Pit Beirer (Kaw), Germany (304/1 win)
2. Frederic Bolley (Hon), France (291/4 wins)
3. David Vullemin (Yam), France (275/1 win)
4. Marnicq Bervoets (Kaw), Germany (267/3 wins)
5. Ryan Hughes (Hon), Temecula, CA (252)
6. Mickael Maschio (Yam), France (185)
7. Joshua Coppins (Suz), New Zealand (170)
8. Leon Geisbers (Suz), Holland (145)
9. Remy Van Rees (Kaw), Netherlands (140/1 win)
10. Alessandro Belometti (Yam), Italy (99)

FIM 500cc World Championship Series
(After 8 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (218/2 wins)
2. Yves Demaria (Hus), France (197/1 win)
3. Peter Johansson (KTM), Sweden (168/1 win)
4. Joel Smets (Hbg), Belgium (167/2 wins)
5. Alessandro Puzar (Yam), Italy (135)
6. Shayne King (KTM), New Zealand (127)
7. Francisco Garcia Vico (Yam), Spain (116)
8. Miska Altonen (Yam), Finland (111)
9. Darryle King (Hus), New Zealand (92)
10. Trampas Parker (KTM), USA (73)

JAY SPRINGSTEEN

DIRT TRACK

AMA Grand National Championship Series
(After 9 of 21 rounds):

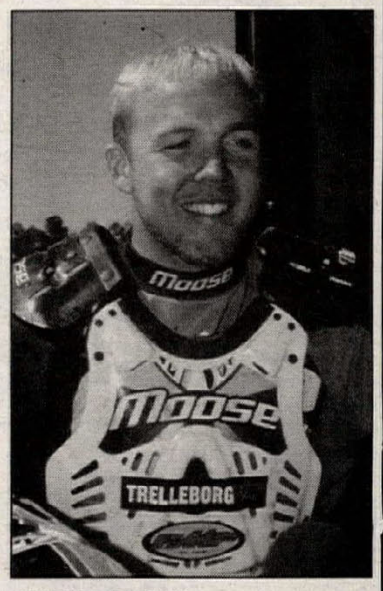
1. Chris Carr (H-D), Fleetwood, PA (174/3 wins)
2. Scott Parker (H-D), Swartz Creek, MI (126/1 win)
3. Rich King (H-D), Dysart, IA (111/1 win)
4. Will Davis (H-D), Goldsboro, NC (109/2 wins)
5. Kevin Atherton (H-D), White Pigeon, MI (107/1 win)
6. Jay Springsteen (H-D), Lapeer, MI (86/1 win)
7. Bryan Bigelow (H-D), Au Gres, MI (85)
8. George Roeder II (H-D), Monroeville, OH (80)
9. Joe Kopp (H-D), Mica, WA (68)
10. Kevin Varnes (H-D), New Holland, PA (67)

AMA SuperTrapp SuperTracker Series
(After 5 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA (99/3 wins)
2. Steve Morehead (Suz), Findlay, OH (90/1win)
3. J.R. Schnabel (Suz), West Bend, WI (86/1 win)
4. Brett Landes (Duc), Los Gatos, CA (64)
   Brian Kromroy (Bue), Madison, WI (64)
6. Robert Miller (H-D), New Holland, PA (53)
7. Mike Hacker (H-D), Prince George, VA (51)
8. Robert Buffington (Suz), Prairie Du Chien, WI (46)
9. Gary Rogers (Suz), San Jose, CA (38)
10. Joey Brock (H-D), Indianapolis, IN (28)
    Roy Miller (Suz), New Holland, PA (28)

AMA Harley-Davidson Sportster Performance Series
(After 7 of 15 rounds):

1. Willie McCoy, Richardson, TX (132/3 wins)
2. Shaun Russell, San Jose, CA (111/1 win)
3. Gary Rogers, San Jose, CA (100/2 wins)
4. Robert Miller, New Holland, PA (84)
5. Billy Martin, Stockton, CA (76)
6. Nate Wait, Lodi, CA (69)
7. James Hart, Sandoval, IL (60)
8. Paul Bergstrom, San Mateo, CA (57)
9. Brian Kromroy, Madison, WI (55)
10. Tim Eades, Prince George, VA (41)
    Scott Stump, Langhorne, PA (41)



MIKE LAFFERTY

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 7 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (161/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (151/2 wins)
3. Patrick Garrahan, Boulder Creek, CA (72)
4. Scott D. McLaughlin (Yam), Sedro Woolley, WA (69)
5. Erik Kohler (Yam), Sacramento, CA (67)
6. Shane Watts (KTM), Australia (55/1 win)
7. Craig Wesner (Kaw), Windsor, CA (50)
8. Michael Lafferty (KTM), Millville, NJ (44/1 win)
9. Eric Ducray (Yam), Sacramento, CA (37)
10. Jim Jarrett (Kaw), Minerva, OH (34)

AMA Acerbis National Enduro Series
(After 8 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (223/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (150)
3. Randy Hawkins (Yam), Travelers Rest, SC (145)
4. Destry Abbott (Kaw), Peoria, AZ (132)
5. Brian Garrahan (KTM), Boulder Creek, CA (114)
6. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)
7. Matt Stavish (Hon), Blaine, MN (76)
8. Shane Watts (KTM), Australia (68/2 wins)
9. Clary Boreing (G-G), Magnolia, AR (66)
   Russell Pearson (KTM), Las Vegas, NV (66)

AMA Grand National Cross Country Series
(After 8 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (132/3 wins)
2. Steve Hatch (Suz), Phoenix, AZ (118)
3. Fred Andrews (Kaw), Salem, OH (106)
4. Shane Watts (KTM), Australia (99/4 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA (94)
6. Paul Edmondson (Suz), England (89)
7. Joel Dengler (Suz), NJ (82)
8. Michael Lafferty (KTM), Millville, NJ (77)
9. Robbie Jenks (Yam) (75)
10. Doug Blackwell (Yam), Parkersburg, WV (63)
    Jim Jarrett (Kaw), Minerva, OH (63)

AMA National Championship Hare & Hound Series
(After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (80/1 wins)
2. Destry Abbott (Kaw), Peoria, AZ (55/1 win)
3. Ty Davis (Yam), Hesperia, CA (51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA (45)
5. Russ Pearson (KTM), Las Vegas, NV (43)
6. Shane Esposito (Kaw), Reno, NV (42)
7. Oakley Lehman (Kaw), Sunland, CA (34)
8. Jeff Capt (Kaw), Lakewood, CA (29)
9. Abe Baumann (Kaw), Garden Grove, CA (22)
10. Steve Hengeveld (Kaw), Oak Hills, CA (21)

AMA National Championship Observed Trials Series
(After 2 of 11 rounds):

1. Raymond Peters (G-G), Beaver Dams, NY (60/2 wins)
2. Geoff Aaron (Bet), Alpine, CA (50)
3. Ryon Bell (Mon), Canada (42)
4. Dan Johnson (Bul), Canada (36)
5. Dennis Sweeten (Mon), Oregon City, OR (31)
6. Travis Fox (G-G), Montoursville, PA (28)
7. Chris Bardell (G-G), Millertown, PA (28)

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Images in Motion Artwork

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Ciao: Max Biaggi
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___ w/ hand-painted matting $219.99 _____

Showtime: Jeremy McGrath
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Motorcycle Champions Artwork

By Lee Bivens

___ **Mick Doohan** Signed $155.00 _____
___ Unsigned $ 75.00 _____
___ Artist Proof Signed $ 225.00 _____
___ **Scott Russell** Signed $ 95.00 _____
___ Artist Proof Signed $155.00 _____
___ Unsigned $ 50.00 _____
___ **Ferracci & Polen** Signed $110.00 _____
___ Artist Proof $155.00 _____
___ Unsigned $ 55.00 _____
___ **DuHamel & Hale** Signed $110.00 _____
___ Artist Proof $175.00 _____
___ **Ed Kretz "Iron Man"** Signed $65.00 _____
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Limited Edition Prints
By Jeff Gundlach

Thirty Five and the Volcano
___ Artist-signedPrint @ $150.00 _____

Books

Wayne Rainey His Own Story
By Michael Scott
$29.95 _____
(Includes boxed UPS shipping)

Kinney Jones Autographed Series:
1998 Collector's Edition
$12.95 (Includes shipping) _____

Supercross 1998
By Brent Madarasz
$24.95 (Includes shipping) _____

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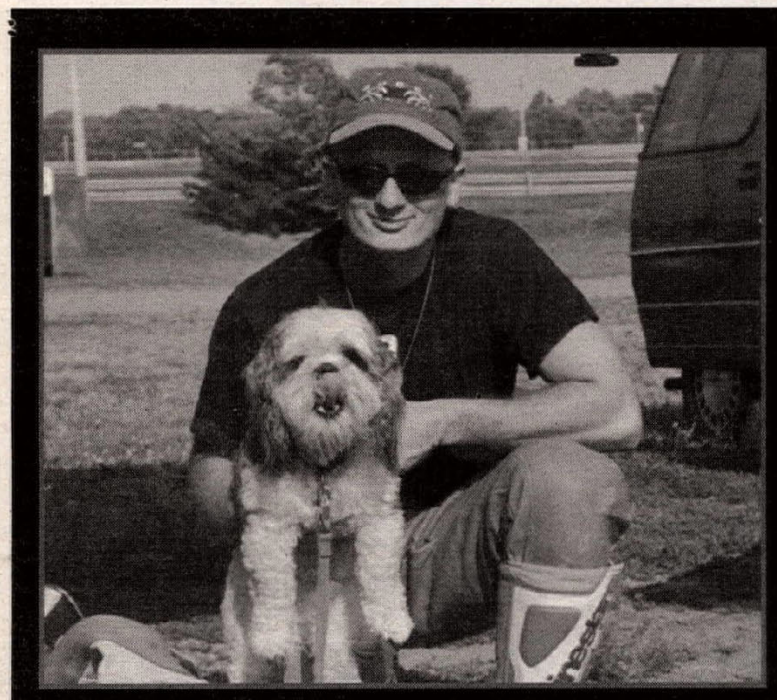
BY SCOTT ROUSSEAU

Davey Camlin: 1969-1999



Several months ago, one of the few friends of mine not involved with motorcycles or racing in any way phoned me to announce that he was engaged, and that the date for his marriage would be July 25. A quick look at the calendar showed that the date just happened to fall on the same weekend of the big doubleheader at Du Quoin. Having been friends with this guy since high school, and in light of the above terms of our friendship, I knew that there was only one way that I could play it, so my wife, Shawna, and I RSVP'd to confirm our attendance.

As it turned out, there were also two local races scheduled in which I had wanted to participate, so it was working out to be a dream weekend. A little short track on Saturday night, some old-school motocross on Sunday, and then my buddy's nuptuals on Sunday evening. I couldn't have been happier.

Saturday night, July 24, that great weekend was shattered. After having run better than I expected to at the short track, I called my wife to let her know that I was on my way home. After exchanging hellos and letting her know that all was okay, she told me, in a very shaky voice, that it wasn't.

"Are you driving right now?" she asked.

"I'm just pulling out of the parking lot, why?"

"I need your concentration right now. Davey Camlin was killed today at Du Quoin."

The words hit like a ton of bricks, the weight of which I haven't yet been able to crawl out from under as of this writing. The emotion poured from within me as though from a water faucet: Shock. Grief. Anger. Sadness. Despair. I had actually been there when two other members of my extended dirt track family had lost their lives in racing accidents, and that had been twice as much as enough for me. I didn't want to ever believe that it could or would happen again. And this was Davey. It couldn't be true. I even remember going to bed that night and wanting so badly to believe that when I woke up, it would all be a bad dream.

There had to be a mistake, because, honestly, as talented as they are, there really are some riders on the AMA Grand National circuit who ride in the type of aggressive manner that could lead you to believe that if there was a serious accident, and they were involved, it would be much less of a surprise. That's not an indictment. It's just the truth.

In my estimation, Davey Camlin was never, ever even close to being one of that type of rider. In the five years that I had been watching him race, the Davey Camlin that I knew was smooth and calculated in every turn. I knew he'd had accidents before - scary-looking ones - but he always seemed to be able to walk away from them. Even after the tough luck that he'd had in the early part of this year - the fact that he was still recovering from the hand that had nearly been wrecked at the Peoria TT, the unfamiliarity of a new team - he was working hard to rebound and get set up for the second half of the season.

To learn of his untimely death, at the young age of 29, was bad enough from so far away. I can't even - and don't want to - imagine the horror that was experienced by all in attendance on that day in Du Quoin. Here was a guy who had his whole life in front of him. How could anyone, man or God, let this happen?

That answer can be extremely difficult to come by, but I would like to try and tell you about the two Davey Camlins that I knew, and maybe it will help to get us all through this terrible time together.

The off-track Davey couldn't have been more of a clown, a comedian, an all-around funnyman. He was very easy to like. I'm not sure exactly when I first met him, but I am sure that the introduction was more formal than the second time that I saw him. That was when he came up to me and whipped off one of his Sammy Davis Jr.-like "Wuz happenin' babe" type lines. I sit here now, and I smile just thinking about all the times that he hit me with that one.

I can also vividly remember other things, like the time a few years ago when we were on hold after the Springfield Mile rained out, again, on the Saturday of Memorial Day weekend. Davey pulled together a small group of people, and it was decided that we would go down to the local kart track for a few laps. But the kart track was under water, and all that was available to pass the time were a few arcade games and the driving range. We opted for the driving range, whereby Davey proceeded to leave us all cracking up with his Happy Gilmore impersonations. And I'll be damned if "Happy Camlin" wasn't able to rush up and drive the ball at least twice as far as just plain ol' Davey Camlin could by properly addressing the ball.

I know that he liked to make prank phone calls to many of his friends. Just ask his pal Dale Jones about the time that Davey called up in the dead of winter, impersonating a police officer and informing him that his car was seen driving wildly through the streets of his neighborhood. Davey had Dale so convinced that Dale trudged out into the snow to see if his car was actually still in the garage.

Then there was the other Davey that I knew, Davey Camlin the motorcycle racer. They were one and the same, of course, but the personality was distinctly different. He was serious, business-like, *intensely competitive*, and no matter how bad things looked, he gave it 100 percent effort to *try* to do it better. When he couldn't find happiness with the early incarnations of the single-shocked dirt track chassis that came onto market, he worked closely with his father, Don, to *try* to come up with a suitable variation. When he wasn't happy with the way some of the Grand National races were being run, he *tried* to promote his own races. He wasn't always successful, but he never stopped *trying* to be.

On the track, at most places, Davey could hang with the best of 'em any day of the week. On the mile, he was one of the guys to beat. If I close my eyes, I can still see him coming off of turn four at Du Quoin or Springfield, sliding sideways but already well into his tuck while most riders still had their foot down. He was *trying* to make himself as small, as fast, as he could be. I know I'll have to hang on to that image forever, because Davey's race is over.

But what about the rest of us? What about his loving wife, Missy, his father, Don, and his mother, Randi, the rest of his family, friends like Dale, his fans and well-wishers? What will we do now that he is gone?

I know that, for me, there are a couple of things that I will focus upon. One, I know that Davey had a firm faith in God, and as such, he believed that God had a plan for him. Lost in all of the grief and pain of this tragedy, we must remember that somewhere along the line, Davey must have fulfilled that plan - even if we may never know what it was. Otherwise, he would still be here with us.

And two, Davey wasn't a quitter, and he didn't surround himself with quitters. I know this because even in the face of the loss of his friends and fellow racers, Rodney Farris and Andy Tresser, Davey did his best to press on. I'm sure that the decision to do so was never taken lightly, nor was it out of ignorance for the very real danger that professional dirt track racing can present. But he continued to race, and he did so bravely. Motorcycle racing was a huge part of his life, and he only lived best when he was tucked in, feet up, one hand on the forks and the other grabbing a handful of throttle. He had so much love for it. He never quit.

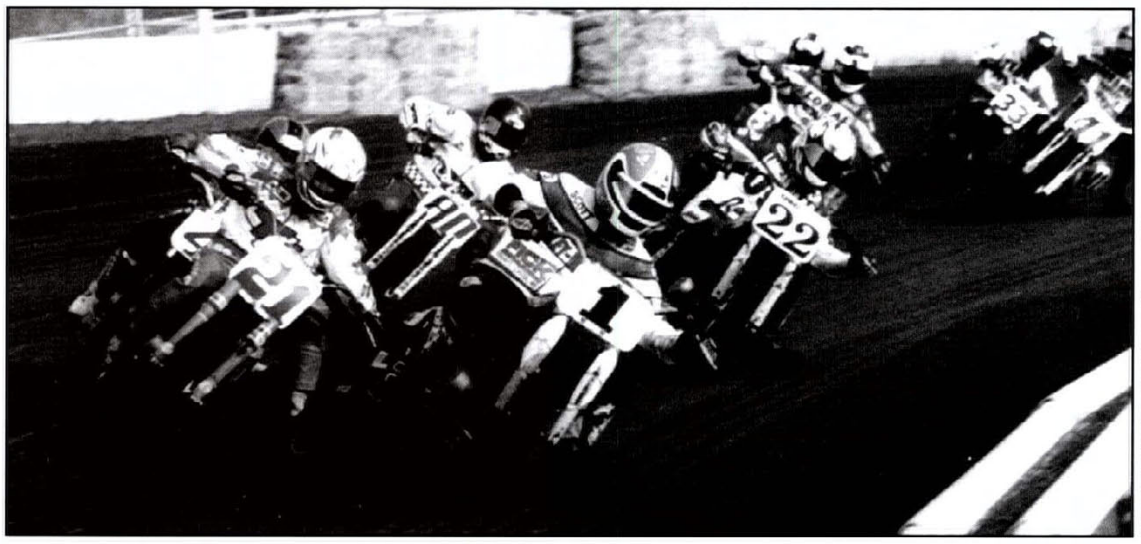
And neither can we. Yes, Davey Camlin's race is over, but ours is not. In this life, we still have more miles to run and more challenges to face. If we can learn from Davey, and if we can appreciate the examples that he set for us, then we can not only get through this terrible loss, but we can be stronger because of it.

So long, Davey, my friend. I know that it will be so hard to get over not seeing you at the races anymore. But, for you, I promise to try. CN

The $100,000 2nd Annual Dirt Track Hall of Fame Race

$100,000 – The largest purse in the history of dirt track motorcycle racing!

Saturday, Sept. 4, 1999



Racing photos by Dave Reynolds

IMDA presents "Springfield Mile" Grand National Race on Sunday, Sept. 5, 1999, Springfield, Illinois

In 1998 Scott Parker edged out Chris Carr by inches to take the winner's share of the previous largest single-race purse in dirt track history of $50,000.

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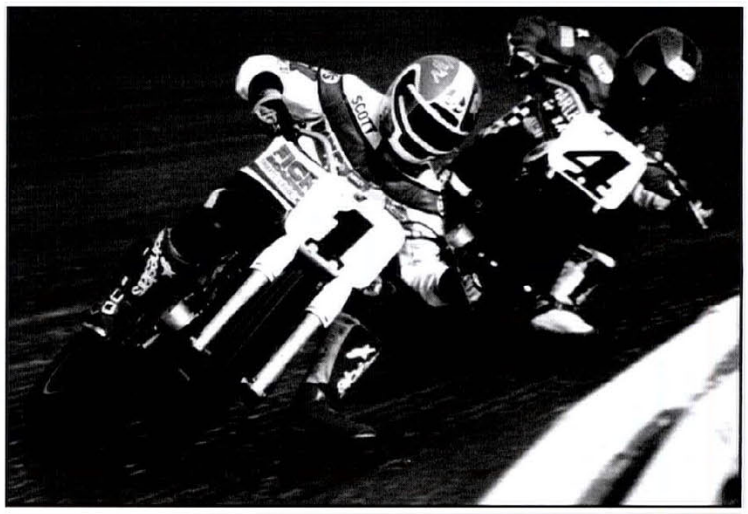

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross's early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95-minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l. MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500cc Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#2277) This Is Motocross
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

(#2106) 1997 World 500cc MX Series Review
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoll - charge across your screen through every World round. 90 minutes from White Star/Duke Video. **$34.95**

(#2105) 1997 World 250cc MX Series Review
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

(#2104) 1997 World 125cc MX Series Review
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

(#2110) 1997 Motocross des Nations
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

SUPERCROSS

(#325H) Bar to Bar
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go "Bar to Bar" in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

(#325I) Bar to Bar 2
The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. **$19.95**

TOURING/ROAD RIDING/CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#230) Ride America: Highway 1
California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everitt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twisties along Highway 1. 60 minutes from Peter Starr Productions. **$24.95**

(#231) Ride America: The Million Dollar Highway
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season -golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. **$24.95**

(#1293) Postcard from Daytona
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

ROAD RACING

(#1492) 1992 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1519) 1993 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1541) 1994 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1559) 1994 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1561) 1995 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1579) 1995 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1705) 1996 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1580) 1996 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1721) 1997 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1581) 1997 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1722) 1998 Bike GP 500 Series Review
Relive the very best of the '98 FIM World C'Ship 500 GP season in this official, 3-hour review. Features all of the top action on the track, from the air, and on the bikes, this video captures the story of another legendary Doohan season, now the second most successful GP racer ever behind Italian legend Giacomo Agostini. 180 minutes from White Star/Duke Video. **$34.95**

(#1704) 1998 World Superbike Series Review
Three hours of action and season highlights on and off the track. The best of the racing, equipment, personalities and tracks throughout the season when Ducati's King Carl Fogarty once again reigned supreme. 180 minutes from White Star/Duke Video. **$34.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#1490) On-Bike GP Experience
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

(#1576) On-Bike GP Experience 2
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

(#1537) On-Bike Nurburgring Experience
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

(#1480) Best Bike GPs of the Decade
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

(#1494) Rainey's Year: 1992
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

(#1521) Schwantz: World Champion 1993
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

(#1916) 1997 AMA Superbike Series Review
Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. **$34.95**

(#5903) Champion: Kenny Roberts
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

(#5904) Champion: Barry Sheene
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

(#5932) Champion: Mick Doohan
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

(#5901) Champion: Geoff Duke
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

(#5902) Champion: Giacamo Agostini
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

(#5900) Champion: Mike Hailwood
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

(#5956) Champion: Phil Read
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

(#1540) Cutting Edge Bikes
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

ISLE of MAN TT

(#1070) History of the Isle of Man TT
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. $69.95

(#1002) TT Tribute
Rare footage and a must for Mike Hailwood fans. Diamond Senior '67 was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. Winning Formula 79 covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. **$34.95**

(#1055) Golden Mountain
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. The 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

(1296) Mad Sunday: The Fans' TT
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

(#5554) On-Bike TT Experience
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

(#5559) On-Bike TT Experience 2
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

(#5563) On-Bike TT Experience 3
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

(#1285) 1992 Isle of Man TT
A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. **$34.95**

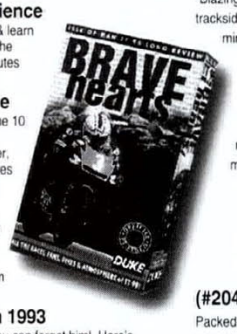
(#1288) 1993 Isle of Man TT
Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. **$34.95**

(#1295) 1994 Isle of Man TT
"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. **$42.95**

(#1300) 1995 Isle of Man TT
"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. **$42.95**

(#1601) 1996 Isle of Man TT
"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. **$42.95**

(#1604) 1997 Isle of Man TT
"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. **$42.95**



(#1606) 1998 Isle of Man TT
"Brave Hearts"... Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. **$42.95**

TRIALS

(#2043) This Is Motorcycle Trials
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

(#2056) This Is Advanced Motorcycle Trials
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. $34.95

(#2047) Extreme Trials with Steve Colley
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

(#2057) Trials Superstars
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

(#2062) 1999 Sheffield Arena Trial
At the prestigious first world-class trials event of '99, Dougie Lampkin came to Sheffield to defend his World Championship crown against Cobos, Colomer, Bilbao, Jarvis, Colley and Kuroyama. Amazing bike control, balance and atmosphere...65 minutes from White Star/Duke Video. **$34.95**

(#116) Geoff Aaron: Balancing Act
An extreme trials video featuring US Trials hero Geoff Aaron. If you've seen his shows, this is the only way to show your friends the talent and amazing moves of professional trials. 60 minutes from Impact Video. **$24.95**

SPEEDWAY

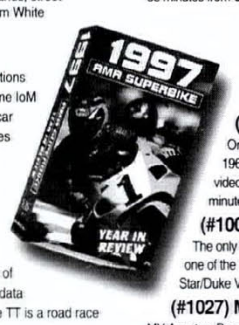
(#45H) 1998 U.S. Speedway National Championship
In a one-night, winner-take-all format, for the 29th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders and Terry Clanton call the action from the famous bullring. Features the best in the US! 60 minutes from RAZ Video. **$29.95**

(#5950) Champion: Barry Briggs
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

(#183) Ricky Graham: The Career Year
"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. **$19.95**



VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

(#1007) Against the Odds: Jarno Saarinen
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

(#1027) Multi-Cylinder Magic
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

(#1602) TT Classic Magic
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

(#1258) Classic Superprix '89
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

(#1292) Daytona Classics '96: Return of the Legends
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

(#8) Castrol History of Motorcycle Racing
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

(#1069) Classic Racer Experience
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

(#1034) V-Four Victory
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

(#1090) Old Indians Never Die
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

(#144) Vintage Cycle Journal
The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Presentations. **$24.95**

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidum, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from NPG & Company. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcolm Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

(#1020) Ride Like the Wind
An escape video for the armchair dreamer...Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

(#1798) Incas Rally
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

VIDEO MAGAZINES

(#1763) Route 66
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

(#1564) Fast Riding the Roberts Way
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

(#155) John Dowd - The 4th Dimension
Get to know the lifestyle of John Dowd. See what he's really like, and why he's one of the most-liked people in MX. Follow Dowd for a week of riding, training and fun as he prepares for the '98 Southwick MX National. Guest appearance by Doug Henry. 40 minutes from MX Films. **$29.95**

FREERIDING & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with freeriding, jumping, and aerial insanity all set to a hard-rocking soundtrack. Includes one of the most talked about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Fleshwound Film distributed by Fox Video. **$29.95**

(#10A) Crusty Demons of Dirt 2
This sequel is loaded with hard core riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Fleshwound Film distributed by Fox Video. **$29.95**

(#10B) Crusty Demons of Dirt 3
Fleshwound Films' '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **$24.95**

(#10C) Crusty Demons of Dirt 4
"God Bless the Freaks"...The most high-powered soundtrack ever backs the '98 edition of the series that started it all...exotic on-location footage from Costa Rica, Panama, Italy, France, plus Colorado, Utah, Las Vegas, and New Jersey. 40 minutes by Fleshwound Films, from Fox Video. **$29.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH "Ski" Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

(#120) Terrafirma
The original big-air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma 2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee. You'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#120C) Terrafirma 4
Produced by renowned snowboard filmmaker Mike Hatchett, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavran, and Andy Bowyer. Music by Testament, MD 45, and Primus. 35 minutes from Fox Video. **$29.95**

(#120D) Terrafirma 5
Mike Hatchett returns with the state of the art in the Terrafirma Series; shot entirely on 16mm film (in stereo) in '98 for '99 release, features a variety of riding styles (MX Nationals, trials, Hillclimb, USSX & Freeriding), terrain, locations (Canada, U.S., France), challenges, experiments and competitions. 43 minutes from Fox Video. **$29.95**

(#121) FLY
The spring '96 release from Fox...featuring Fox stars McGrath, Bradshaw, Metzger, Henry, Dowd, Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#123) Jeremy McGrath / Steel Roots
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the U.S. throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

(#124) Airstyle
Highlights from the '98 Free Air Festival of Freestyle MX Tour...3 FAF Tour stops, 3 Seth Enslow stunt jumps, and hysterical rider interviews. A 4 Leaf Entertainment Film, features the soundtrack it deserves. 60 minutes from Fox Video. **$29.95**

(#125) Children of a Metal God
Gregg Godfrey (producer of Legends) produces a video that mixes the old "Endless Summer" style with a cross-country MX & off-road "road trip." Filmed in California, Washington, Idaho, Montana, Utah and Florida. The opening segment alone is worth the price of this 42-minute film from Fox Video. **$29.95**

(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **$29.95**

(#110) Dirty Deedz
A freestyle motocross video from Down Under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debner and others. Some of the locations include Orange, Clarence, Baridine, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **$29.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewers' crash videos, stuntmaster Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

(#130A) Performance Bikes: Video Nasty 2
The PB guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers' home videos including a police chase, tire shredding burn-outs and goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **$29.95**

(#130B) Performance Bikes: Video Nasty 3
"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes will. Insane road speeds and flat-out around a race track, also more of their readers' certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **$29.95**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon that includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with bizarre claymation scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-xXx
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-xXx 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#132B) Moto-xXx 3: It's All for You
The '99 version of the outtacontrol original. Includes highlights from the '98 Warped Tour, the debut of Motogolf, mixed in with the top freestyle crew make this one better than Grandma's cookin'. 43 minutes by Quick Fix Films, from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes top Aussie bands. 32 minutes from X-Factor. **$29.95**

(#133A) Horizontal 2
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Natl's., PWC action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big-wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

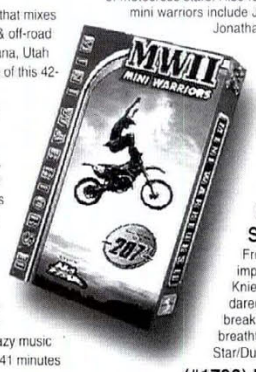
(#135) 2 Stroke Cold Smoke
These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **$29.95**

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#142) Full Power Trip
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **$24.95**

(#150) Vidiots Anonymous
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

(#154) Mini Warriors
This video features some of the nation's top minicycle champions ranging from 4 to15 years old. These kids show the world why they are the future crop of motocross stars. Also features former minicycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from MX Films. **$29.95**



(#154A) Mini Warriors 2
Travel across the U.S. as you see the best kids and young adults in MX...the next generation of pros. Check out Travis Pastrana's unbelievable 207' jump! Includes action w/Casey Johnson, Nick Wey, Robbie Reynard, Guy Cooper, Brock Sellards and more. Produced by Shepherd Films; 60 minutes from MX Films. **$29.95**

(#1793) Evel Knievel's Spectacular Jumps
From the legendary Caesar's Palace crash to his impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

(#1792) Evel Knievel: Last of the Gladiators
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

(#5268) Best of Havoc
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

(#5271) Best of Havoc 2
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

(#5260) Bike Havoc
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

(#5274) Havoc 14
Over 200 crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

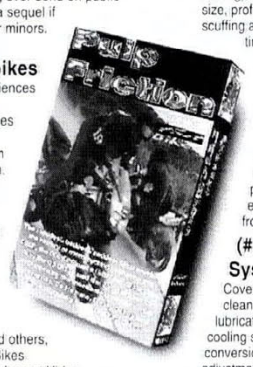
(#2501) Crash Kings MX
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

(#5143) Crash Kings Bikes
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

(#5139) Crash Kings Bikes 2
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

(#5279) Crash Kings Bikes 3
The most spectacular wipe-outs from the '96-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

(#111) FTP!
An extreme streetbike video from Starboyz Productions in Akron, Ohio. Features some of the most illegal and insane riding ever done on public roads, lots of 90MPH wheelies and more. Expect a sequel if these guys are ever released on probation. Not for minors. 60 minutes from Impact Video. **$24.95**



(#112) Whitham's Wicked Superbikes
Definitely not for prime time or easily offended audiences (profanity & partial nudity)...Jamie Whitham, Carl Fogarty and Terry Rymer on camera and in the races that made their careers. Also includes McElnea, Merkel, Pirovano, early WSB footage, and Whitham riding PB test bikes around Snetterton & Donington. 45 minutes from Impact Video. **$29.95**

(#113) Pulp Friction 1
The boys from England's Fast Bikes Magazine flog the SB6R, 996SPS, 916BP, ZX7-R and other; produced in '97. Contains politically incorrect sportbike scenes, not for minors. 60 minutes from Impact Video. **$29.95**

(#113A) Pulp Friction 2
Features the T595, 916SPS, FireBlade, GSX-R and others, ridden in the most disrespectful ways by the Fast Bikes Magazine crew. Produced in '98. 60 minutes from Impact Video. **$29.95**

(#114) Mega Test
The shootout from the guys who should be shot. The Fast Bikes Magazine editors put the '98 ZX9, FireBlade, and R1 head to head. 60 minutes from Impact Video. **$29.95**

(#5552) The Ultimate Ride
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

(#5556) Ultimate Ride 2
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#137) Sandtraxx #3
Nothin' but sand and quad ATVs in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

(#143) 5th Gear Pinned
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

WHAT'S NEW?
- '98 Bike GP 500 Series Review
- '98 World Superbike Series Review
- Crusty Demons of Dirt: 4
- Terrafirma 5
- Children of a Metal God
- Airstyle
- Moto-xXx: 3
- Mini Warriors 2
- John Dowd: The 4th Dimension
- 1999 Sheffield Arena Trial
- Geoff Aaron: Balancing Act
- Whitham's Wicked Superbikes
- Pulp Friction 1
- Pulp Friction 2
- Mega Test
- FTP!
- 1998 U.S. Speedway National Championships

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear-brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his 4-step video process to teach you the not-always-obvious differences between the best riders and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#39) Gary Semics MX Techniques #5: What To Do On Race Day
Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **$34.95**

(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump
Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **$24.95**

(#42) Gary Semics MX Techniques #7: All About Cornering
Once you know all the basic techniques for cornering and braking, it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. **$39.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stough Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from X-Factor. **$44.95**

(#140A) On Any Sunday II
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-'70s including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **$29.95**

(#141) Legacy
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early '70s to the star-studded '90s. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

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